ILOILO, PHILIPPINE ISLANDS.

Sole Agents for the

delentant. LIMITED, LONDON. DODWELL & CO., LIMITED, General Managers

NEW SERIES No. 1820. 日八十月三年七十二精光,

MONDAY, MAY 6, 1901.

一拜禮

號六月五英港香

THIRTY DOLLARS PER ANNUM.

Banks THE

JOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880. CAPITAL SUBSCRIBEDYen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED. RESERVE FUND

Head Office: -YOKOHAMA. Branches and Agencies. TOKIO. NAGASAKU LONDON. NEW, YORK SAN, FRÂNCISCO. HONOLULU. SHANGHAL

NEWCHWANG. LONDON BANKERS : HE LONDON JOINT STOCK BANK, LD. TARRS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG BRANCH :-- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance,

On fixed deposits for 12 months at 5 per cent. TARO HODSUMI, Manager. Honekong, 17th April, 1901.

THE NATIONAL BANK OF CHINA · LIMITED.

Authorised Capital.....£1,000,000 HEAD OFFICE:-HONGKONG. Board of Directors :--Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. | J. T. Lauts, Esq. Chief Manager,

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 % Tongkong, 20th December, 1899. LY ONGKONG AND SHANGHAI BANKING CORPORATION. RESERVE FUND.—

Sterling Reserve\$ 10,000,000 } \$13,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS: " R. SHEWAN, Esq., Chairman, The Hon. J. J. KESWICK, Deputy Chairman.

I N. A. Siebs, Esq. D. M. Moses, Esq. H. W. Slade, Esq. A. J. Raymond, Esq. R. L. Nichardson, Esq. H. E. Tomkins, Esq. H. Schübart, Esq. Paul Witkowski, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON. Manager:

Shangbai-H. M. BEVIS, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FINED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON,

'Chief Manager. Hongkong, 29th April, 1901.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3\ PER

CENT. per annum. Depositors may transfer at their option balances of I rop or more to the Hongkong and SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAL BANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkong, 4th October, 1900:

IMPERIAL BARK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. -Shanghai Taels.

Subscriped Capital 5,000,000 PAID-UP CAPITAL 2,500,000 Wead Office :- SHANGHAL Branches and Agencies. CANTON.

PÉKING. PENANG. CHEFOO. SINGAPORE. CHINKIANG. CHUNKING. TIENTSIN. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers. Payable at its Branches and Agencies. HONGKONG BRANCIL Advances made on approved securities.

Bills discounted. INTEREST ALLOWED ON DEPOSITS. % per Annum Fixed Deposits for 3 months.

W. RUTTER, Manager.

Hongkong, 1st January, 1901. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

· INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON. CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHARE-

Leserve Fund INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent.

T. P. COUHRANE Hongkong, 16th October, 1900.

GREEN ISLAND CEMENT COMPANY

PORTLAND GEMENT.

Hongkong, 12th December, 1900.

\$5.00 R Cask of 375 lbs. Net ex Factory. **\$3.00** 铅 Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers.

Mails.

PENINSULAR ORIENTAL STEAM AND NAVIGATION COMPANY.

S'HAI & JAPAN, Japan C. C. Talbot, R.N.R... Noon, 7th May..... Freight or Passage. MARSEILLES! Balldarat*...C. T. Donny, R.N.R...Noon, 11th May ... Freight or Passage.

* (See Special Advertisement).

For Further Particulars, apply to

Hongkong, 6th May, 1901.

H. A. RITCHIE, Superintendent.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG!

PRINZ HEINRICH. PREUSSEN. HAMBURG, Hamburg-Amerika Linie	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
MAMEURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
PAVEON'	THURSDAY, 11th July.
BAYERN'	THURSDAY, 25th July.
STUTTGART KONIG ALBERT	THIDEDAY and August.
4 4144 (6)46(1) 4414 (4)4 (4)4 (4)4 (4)4 (4)4 (4)4 (I PI I I PI N N I I I I V PI PI N N N N T A M N I N N N
PRINZ HEINRICH	THURSDAY, 10th September
7 0 12 0 0 0 0 12 1 1 1 1 1 1 1 1 1 1 1 1	WEDNESDAY and October
MAMBOKG, Hamburg-Amerika Linie	WEDNESDAY - 16th October
.72[1,1/,1/,1/,W	107 6 1 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
AIAUI SCHUU, Hamburg-Amerika, Linie	WEDNESDAY 12th November
BAYERN	WEDNESDAY, 27th November.

WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

Shipping Orders will be granted till Noon, on MONDAY, the 13th instant, Cargo and Specie will be received on Board until 5"P.M., on TUESDAY, the 14th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen'can be washed on board. NORDDEUTSCHER LLOYD. For further Particulars, apply to

Hongkong, 1st May, 1901.

MELCHERS & CO., AGENTS.

HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

TEL CRAIGIEBURN, PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER. Hongkong, 2nd July, 1900.

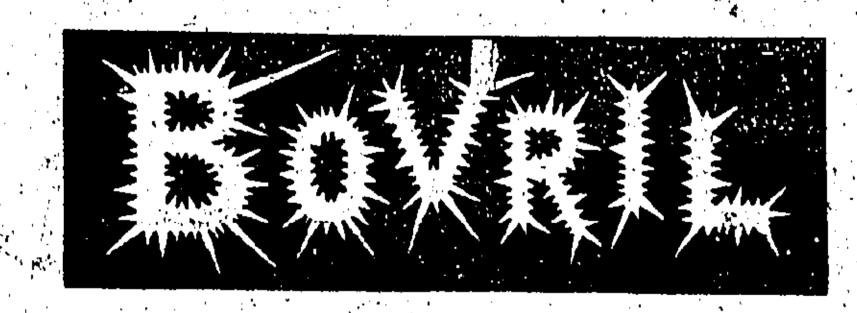
PER CASE OF 4 DOZ. QUARTS 6 DOZ. PINTS ---

> SOLE AGENTS: H. PRICE & Co.,

12, QUEEN'S ROAD. Hongkong, 2nd May, 1901.

Hutimations.

Boyril Promotes Energy and takes awaythat tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and





BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY

AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

CONTRACTORS TO H.M. GOVERNMENT, MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS-and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.



No. 75.

PURE, SPARKLING, TREBLE DISTILLED, TABLE

AUUARIUS.

Entirely free from all forms of Organic Contamination Mixes freely with Wines and Spirits without in any way interfering with their Character.

SOLE AGENTS: CALDBECK, MACGREGOR & Co. WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 6th May, 1901.

> PETER SYS' WONDERFUL, SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY; (Proprietors and Sole Manufacturers) 9; Old China Street, Shanghai.

12th October, 1808. UNION INSURANCE SOCIETY OF CANTON, LIMITEDA

NOTICE TO SHAREHOLDERS. AN INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1900 has been declared.

WARRANTS will be issued on the 1st May. By Order of the Board, J. SAUNDERS,

Secretary. Hongkong, 19th April, 1901. BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHIPE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows: Series V 49, 1 to 1,000 of \$1 (One Dollar)

Series Z 49, 1 to 1,000 of \$1 (One Dollar) The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By. Order of the Uniel Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOAQUE, Acting Manager.

'Hongkong, 26th February, 1901. [261c] NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERN-MENT, Particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO.,

Hongkong, 13th February, 1901. [200c THE BRITISH NORTH BORNEO CO

PPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.

Hongkong, 26th January, 1901.

ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS. Our Speciality.

INSTRUMENTS. STRINGS.

S Grand stock, reduced to clear the

Hongkong, 13th March, 1901.

Mr. N. LAZARUS, Occulist-Optician, of London, and Calcutte

may be consulted for SPECTACLES. at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the Hongkone Hotel).

Businest hours:- 9 A.M. to 5 P.M. GREAT proportion of cataracts and A diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of

Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of SURVEYOR. Applications and Copies of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Classes only to correct and cure. Mr. LAZARUS supplies his SPECTACLES: only after testing the sight.

ADVICE FREE.

Intimations.

NOT RESPONSIBLE FOR DEBTS.

TR. T. H. HYDE, of the SWATOW IVI HOTEL, WILL NOT BE RESPONSIBLE FOR ANY DEBTS contracted by Mr. A. E. SIMPSON, late of HYDE and SIMPSON, Swatow. Swatow, 2nd May, 1901.

NEW MUSICAL PUBLICATIONS. MAESTROIA. CATTANEO.

GRAND MASS (with Organ Accpt). No. 1 ALBUM (3 Songs, English & Italian) No. 2 ALBUM (3 Songs).
The 'LILY' Waltz and 'ELIZA' Waltz.

NEW, FEATURE :-Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Penk Résidents. 444c] To be had of all Music Dealers.

HUNGKONG HOTEL COMPANY. LIMITED. CTING SECRETARY WANTED for A. Six Months from 1st July, 1901. Liberal

Terms to Suitable Man. Apply by Letter, to C. MOONEY,

Hongkong, 2nd May, 1901. WANTED. C NGLISH MINING ENGINEER and MANAGER, First Class Testimonials,

Wide Experience, is shortly terminating present engagement in MALAY PENINSULAand wishes for Employment as above in JAPAN, CHINA OF COREA. - Address:-"CYANDIE,"

C/o Straits Times, Singapore. 30th April, 1901. WANTED. COMPETENT SHORTHAND RE-

Apply, stating Qualifications and Salary required, to 4 C/o This Office.

Hongkong, 19th April, 1901. WANTED. XJANTED a man competent to approach VV the best people to solicit subscriptions. A good proposition to the right party:

Apply by Letter to

Care of This Office. Hongkong, 11th April, 1901.

> For Sale. NOW READIN

SPECIAL DESCRIPTIVE

STATISTICAL EDITION OF THE HONGKONG TELEGRAPH."

TEN PAGES. PRICE 50 CENTS.

THOSE desirous of obtaining copies should d order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 58 cents to cover cost and Postage. Hongkong, 2nd May, 1901.

Ansurance. NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

CURRENT RATES. SIEMSSEN & CO. Hongkong, 28th May, 1895.

.To be Wet.

No. 2, CAMERON VILLAS, THE PEAK. TO LET, FURNISHED, from Middle of July to Middle of September.

H. W. BIRD, Messis, Palmer & Turner. Hongkong, 4th May, 1901. HOUSErin RIPON TERRACE.

HOUSES at LEIGHTON HILL. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hougkong, 1st May, foor

TO LET. ODOWN in DUDDELL STREET from 1st

Apply to THE HONGKONG LAND INVEST. MENT'& AGENCY CO., LD. Hongkong, 1st May, 1901. [476c

TO LET. POSSESSION APRIL 15T. STEWART TERRACE.

J. W. NOBLE. Hongkong, 6th March, 1901.

TO LET. TATOODLANDS WEST," No. 9, SEY-

Apply to C/o This Office. Hongkong, 13th March 1901

NOS, 2 and 5, RICHMOND TERRACE, Immediate Possession.

Apply to LAU CHU PAK, Care of A. S. Watton & Co., Ltd. Hongkong, 1st April 1901.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship Captain, Bathurst, will be despatched for the above Ports, on WEDNESDAY, the 8th instant,

at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 6th May, 1001 THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

.. FOR MANILA. THE Company's Steamship

"ESMERALDA," Captain G. T. Blaxland, will be despatched as above on FRIDAY, the 10th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers Hongkong, 6th May, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

.]	PROPOSED SAIL	INGS FROM	Hongkong.
" F	FERNDENE "*		toth May.
a A	FRIDI"		.1,24th May.
u j	HILLGLEN"		14th June.
٠Ī	OWTHER CAS	STLE "	30th June.
" ĵ	TEATHBURN"		17th Jul y.
	* Calling at	MANILA an	d Ceru.
	For Freight and	further Info	ermation, apply
٠,٠		•	

DODWELL & Co., LIMITED, Agents Hongkong, 6th May, 1901.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FORT BOMBAY VIA SINGAPORE AND

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-LONA, VALENZA, ALICANTE, AL-MERIA and MALAGA. THE Steamship

" BISAGNO?" Captain P. Brusaca, will be despatched as above on SATURDAY, the 11th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars, regarding Freight and Passage, apply to CARLOWITZ & Co., Hongkong, 6th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 12th instant, nt Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA Agents. Hongkong, 6th May, 1901.

Intimation.



WATSON & Co., LIMITED:

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841. SCOTCH WHISKY:

A. THORNE'S BLEND \$10.80

MELLOW B.—GLENORCHY, BLEND, a fine 'Soda

WHISKY of great age... 10.80. C.—ABELOUR-GLENLIVET 12.00

D.-H.K.D., BLEND of the Finest Old Malt Scores.

WHISKIES 14.40 WATSON'S SPECIAL:

OLD LIQUEUR SCOTCH WHISKY 15.00

Of superb-quality and great age -pronounced by all connoisseurs to be the Best BRAND in the Far East.

Small quantities are supplied at

proportionate whole sale rates.

The flougkong Melegruph

HONGKONG, MONDAY, MAY 6, 1901.

DEATH₂

instant, HENRY COOK HOWORTH, aged 31.

TELEGRAMS. SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

COREA. THE MCLEAVY BROWN AFFAIR. COREAN COVERNMENT OBDURATE.

(From Our Own Correspondent.) YOROHAMA, 4th May 2 10.40 p.m.

The Corean Government is adopting a strong attitude with regard to the McLeavy Brown affair.

Mr. McLeavy Brown has been given notice to quit his house (over which the trouble arose) and also to relinquish the control of the Customs.

Gubbins, His Britannic Majesty's Charge d'Affairs, is taking active steps, to protect interests.

REUTER'S TELEGRAMS. THE COAL TAX.

London, May 3rd. The debate on the proposed Coal tax is of unexpected length. An adjournment has been made until Monday.

FRANCE AND RUSSIA.

It is stated in St. Petersburg that during the recent visit of M. Deleassé, an understanding was reached between France and Russia in regard to the Chinese question.

FRANCE AND RUSSIA.

 M. Deleassé stafed, at a Cabinet Council that perfect agreement prevailed between the French-and Russian Governments on all questions interesting both nations:

THE SUGAR TAX.

Sir Michael Hicks-Beach, replying to a deputation of workers, said that it was impossible to withdraw the Sugar duty, which was the most important part of the budget.

MINISTERIAL CRISIS IN PRUSSIA.

A Ministerial crisis has occured in Prussia owing to Conservative and Agrarian opposition to the Emperor's canal scheme.

closed the Diet.

COMMUNICATION WITH THE NORTH.

We have received the following Express from the manager of the Joint Telegraph Companies:--The Amoy-Shanghal cable was restored on Saturday evening.

F, von der PFORDTEN. Manager in China. Hongkong, 6th May, 1901.

WEATHER REPORT.

The Observatory report says:-

On the 5th at 12.10 p.m. the barometer has risen slightly on the E. coast of China, fallen a little on the S, coast and over the Philippines. The depression in the North is moving Eastwards over Japan. Gradients slight for E. winds on the China coast. Forecast :- Light or moderate E. winds; showery.

On the 6th at 11.55 a.m. barometric changes are unimportant. Pressure is highest between the E. coast of China and the Sea of Japan, Towest over the middle part of the China Sea. Gradients slight for S.E. and E. winds on the coast, and in the N. part of the China Sea. Forcenst:-Light or moderate E. and S.E. winds; showery.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

THE Postmaster General advertises a reduction in the rates of Parcel Post to Egypt by British. Packets, to commence on June 1st.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere. WE shall be obliged if any subscriber on to learn that Mr. H. Thorne; a new arrival receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the

Manager, Hongkong Telegraph Co., Ld., 50

Queen's Road Central. The wrapper will

enable us to check the delivery coolies THE Kowloon ferry boats are now running into the new guide which the Ferry Co. has erected on the East side of Pedder's Wharf. The guide seems to enable the double-enders to get alongside with less difficulty than was formerly the .case, but from the manner in which they bump as they enter it we have doubts as to the life of the guide. The Ferry Co. seem determined to protect the Praya wall from the onslaughts of the double-enders, and a most substantial padded buffer has been erected for them to charge into. So far we have not been lucky

THE cases at the Magistracy to day were of At the Peak Hospital, on Sunday, the 5th little or no importance. They consisted of petty offences such as hawking without a licence, anchoring too near the shore, petty theft, the possession of opium, etc.

IT will be seen from our Shipping Reports that the s.s. Hanoi was ashore on Hainan Head Bank. Her passengers and mails were transferred to the Hilloong, and the cargo was being transferred into junks. As she did not require any further assistance, we take it for granted that she is not badly ashore, but is probably afloat again by this time.

It may be noticed that we are publishing gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We impairing it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date. ...

THE following Resolution passed at the Sanitary Board meeting on the 2nd inst, is published in the Gazette:--

RESOLUTION. "That the whole of the City of Victoria together with the villages of Hungbom, Hok Un. Yaumati and Mong Kok Tsui in the Kowloon Bubonic Plague."

MR. GILMOUR, third officer of the British steamer Ajax, was recently ordered by the l Yokohama Ku Saibanshe in default to pay Y49 damages to the coolies Tanaka, whom Mr Gilmour assaulted, being sentenced to 15 days' imprisonments on that charges. The Japan Gazette now learns that Mr. Gilmour, through his Counsel, Mr. Ideura, has lodged a protest against the decision of the Court.

THE following despatch is published in the las Gazette to hand:

Downing Street. Hongkong. Zoth March, 1901 No. 99____ Sig-I had the honour to by before His Majesty the King your despatch No. 53 of the 11th ultimo enclosing an account of the proceedings of the Legislative Council of Hong-

kong held on the gist of January last! 2. His Majesty, has commanded me to re quest you to assure the Legislative Council that He highly appreciates their assurance of the loyalty of the Colony.

I have the honour to be, Sir,

-: Your most obedient, humble servant J. CHAMBERLAIN. Governor, Sir H. A. BLAKE, G.C.M.G., &c. &c. &c.

THE Kobe Herald of the 29th ult. says :- The American full-rigged ship R. D. Rice, lying oil Sumiyoshi discharging keresene oil in case, consigned to the Standard Oil Company, was gutted by fire last night and this morning, milk tins were concerned, and went on to pro-The disaster was almost complete, the only articles of much value saved' being the officers chronometers, sextants and other articles in their quarters aft. .. The crew have lost everything, and, as now lodged in the Seamen's Institute here, none of them have more than the clothes they stand in, while one or two even had to borrow these on board the ships Dumtriesshire and Nat, also lying at Sumiyoshi, to which they, transhipped from the burning wreck before leaving for Kobe between five and six o'clock this morning. Nothing but the and absurd parody of a sacred right. H shell of the avessel remains to-day. 'The Ministers of Finance, Commerce, and wreck is still affoat however and we learn that Agriculture, have resigned. The Kaiserhas | the captain and officers left after noon with the waste in the opinion of this Meeting the Jury view of having the vessel-heached ... If this can system as applied to Civil cases constitutes an be undertaken the salvage of the remains of the ship will be practicable and of some value.

LAWN TENNIS TOURNAMENT

The weather is so uncertain that it is impossible to say when the Tournament will be finished but the following fixtures have been made and if possible will be played off:-Tuesday, May 7th !- Semi Final Single Handicap A Class, Cox owe 1/6 v. Barrett

receive 4/6. Wednesday, May 8th: - Final Professiona Players. Cox and Mackay v. Maitland and Slade. Final Single Handicap B Class. Burnie (scratch) v. d'A. Castro receive 15.3. Thursday, May 9th :- Final Single Handi-

cap A Class. A. Humphreys owe 2/6 v winner of Cox, Barrett. _Saturday, May, 11th: - Championship Final Pinckney v. Cox. Double Handicap Fina Grist and Smith owe 15.1 v. Barrett, Yeats owe

THE PLAGUE.

Number of cases reported (Chinese 289 up till noon of the 4th Other Asiatics 2 Europeans May, 1901 Number of cases reported Other Asiatics during the past 48 hours Europeans,.....

Total number of cases reported to date 329

Number of deaths reported (Chinese 272. up till noon of the 4th Other Asiatics o May, 1901 Europeans..... o Chinese35 lumber of deaths reported Other Asiatics I

during the past 48 hours | Europeans Total number of deaths recorded to date 309. We regret to record the death of Mr. H. C. Howorth from plague, which took place at the Peak Hospital yesterday. Mr. H. C. Howorth was employed by Messrs. A. S. Watson & Co., and was only 31 years of age. We also regret.

the colony and of the same firm, is down with the disease. These are the first Europeans who have attacked by plague this year in the

Number of deaths reported

THE SPECIAL JURY QUESTION.

MEETING AT THE CITY HALL

At noon to-day a meeting of Special Jurors was held at the City Hall with reference to the jury system as applied to civil cases in this

There were present Messrs :- G. C. Ander-D. W. Craddock, Danby, A. Denison, W. H. Gaskell, J. N. Goosmann, W. D. Grahm, S. Hancock, A. Haupt, Ho Fook, II. Layton, R. K., Leigh; Tsze San McKie, H. M. Mody, A. G. Morriss, D. M. Moses, J. Orange, E. Osborne, D. E. Brown, J. U. Peter, J. W. F. Playfair, W. Poate, W. H. Potts, W. H. Ray, A. J. Raymond, T. J Rose, D. W. Rutter, W. J. Saunders, R. Shewan, J. J. Smith, C. H. Thompson, G. S. Tomling A. Turner, R. C. Wilcox and Page

On the motion of Mr. Poate, Mr. R. Shewan was voted to the Chair. Mr. Shewan, having explained the object for

which the meeting had been called; said that he did not want to see the system of trial by jury in civil cases dispensed with altogether. It was an excellent system in the case of a wealf dispassive judge, and he could not go so far as some and advocate the abolition of juries in civil cases altogether.

He then read a memorandum referring to the practice in the Straits Settlements and went on to point out that of late there had been several cases of special juries being called in trivial cases simply at the whim of Peninsula is hereby declared infected with one or other of the litigants. In one case which had come under his notice the Judge had set aside a part of the finding of the jury, and if the Judge had power to do so he really did not see the value of a jury at all.

On the other hand, there were many cases in which a sensible Judge, was glad of the ad- await the developments of the situation as to vice of trained business men on business matters. A judge could not be expected to be an Kokumin asks, is it likely that Russia will expert in business customs and procedure, and on these points it was often necessary that he should be advised.

In a small place like Hougkong the calling of juries in civil suits of an unimportant nature bore hardly upon the limited number of Special jurors, and he thought that the work of the jurymen would be much more evenly distributed if the solicitors were prevented from striking out the names of their clients from a list of names submitted for any particular jury

Court should see that a Special Juror was not called upon to serve a second time until such time as all the others on the list had served their turn. At the same time, he would rather have waited to see the result of the working of the new code of civil procedure upon which the Chief Justice was now at work, but as the Special Jurors had put their hands to the plough and had called the present meeting he was witling to vote in favour of the resolution. His suggestion was that the meeting should pass a resolution and appoint a committed to write to the Government on the

Mr. Osborne pointed out how the other day he and several other Special Jurors were called to sit upon a trivial case in which the labels on test against the practice at present in vogue in Hongkong of calling special juries in civil. cases. He said that busy business men could now he dragged out at the whim of the last cappointed solicitor's clerk to sit in_a.musty court and listen to the laboured discourses of learned counsel on trivial cases. It should not be possible for anyone to thus abuse the jury system, He did not think that our ancestors who fought and died in defence of the axiom that a man was entitled to be tried by his peers had in their minds that their noble action would ever lead to the privilege of trial by jury degenerating into our local travest | thought that the Government ought to be asked to abolish the system of special juries in cir cases and proposed the following resolutions unnecessary hardship upon Jurors, and that the Government be asked to legislate for its total abolition in such cases."

Mr. Shewan pointed out that when he was asked to take the chair at the meeting he did not know that Mr. Osborne proposed to go so far as this. He did not believe in abolishing special juries altogether. He must therefore

withdraw his promise of support. Mr. Osborne expressed his willingness to alter the form of his resolution and

that the resolution be made to read;—"in which in the opinion of the Chief Justice or Judge, for the time being, such jury is not advisable."

Mr. Wilcox seconded. Mr D. E. Brown proposed that an amendliklihood of special juries being called in unimportant civil cases the Government be asked to fix a minimum daily fee of fifty dollars per juryman."

Mr. Poate seconded. After some further discussion the resolution and amendments were put and carried unanimously.

On the proposition of Mr. Danby the following gentlemen were appointed to draw up a letter to the Government upon the subject; Messrs, Osborne, Poate and D. E. Brown: Mr. Playfair suggested that the Unofficial Members of the Council be asked to lend their support to the movement, and, a vote of thanks to Mr. Osborne and the Chairman having been passed, the meeting broke up.

THE BROUGH COMPANY AT THE THEATRE ROYAL.

"AN IDEAL HUSBAND." On Saturday night the Brough Company

staged this very clever comedy by the late Oscar Wilde. It is the story of a distinguished politician Sir Robert Chiltern, who when a young man sold a Cabinet secret referring to the Suez Canal and thereby made his fortune. A certain incriminating letter written at that time comes into the possession of a beautiful but unscrupulous woman, a Mrs. Cheveley, who is interested in the Nicaraguan Canal, Scheme, She threatens Sir Robert Chiltern with exposure unless he consents to make a speech in Parliament in favour of her scheme; as this is opposed to not only his own opinions but also his public utterances he refuses, but under extreme pressure at last consents. His wife who is aware of his real Number of cases reported (Chinese60 opinions, is told of his consent to this scheme up till noon of the 4th Other Asiatics 8 hy Mrs. Cheveley herself. Lady Chiltern May, 1901 (Europeans 12 induces her husband to write and refuse, and as she realizes that this may prove to be his ruin. Number of cases reported Other Asiatics o applies to an old mutual friend Lord Goring for during the past 48 hours Europeans o help. Lord Goring has happened to find a brooch belonging to Mrs. Cheveley which he recognises Total number of cases reported to date...80 | as one which he presented to a lady some time before. In an interview with Mrs. Cheveley up till noon of the 4th Other Asiatics 2 and threatens to expose her unless she pro-May, 1901 (Europeans 2 duces the incriminating letter written by Chinese o Chiltern; she does so and he then burns at Other Asiatics o' This is the outline of the story which ends by during the past 48 hours | Europeans o | Sir Robert becoming a member of the cabinet. As usual the acting was beyond criticism; so; enough to see one of the ferry-boats test its Total number of deaths recorded to date \$1 1 am informed, were the ladies dresses. Mrs. four much difficulty,

Brough as Mrs. Chieveley was, as ever, delightful, and to a mere man her gowns were bewilder ing. Mr. Brough as Lord Goring was his usual quiet convincing self. Miss Temple was really. fine as Lady Chiltern and her scenes with her husband Sir Robert were full of delicate sentiment. Miss Bessie Thompson as Lady Markby was very good and acted the society matron, to perfection. Miss Noble was as usual very pleasing in her part of Mabel Chiltern. Mr. Lovell as Sir Robert Chiltern acted with great power a difficult part. The minor parts were all well filled as is invariably the case with this talented company, especially Mr. Lesl'e Victor's part of Phipps, Lord ·Goring's "gentleman,

" GAZETTE" NOTICES.

In the Gazette of the 4th instait is notified that the Governor has been pleased to appoint . S. Sharp to be a member of the Medical Board, vice A. M. Marshall resigned.

Also H. E. has provisionally appointed E. A. Irving to be Inspector of Schools, with effect from the 24th ult.

chiu to be First Clerk in the Registrar-General's office, vice P. P. J. Wodehouse promoted. It is notified in the Gazette that Cec

His Excellency has appointed Wong Wing-

JAPANESE TOPICS.

Clementi, Cadet, passed his final examination

YOKOHAMA, April 13th.

(By Our Oven Correspondent.)

in Chinese on the 20th December, 1900.

the measures to be adopted in Manchuria, the await the natural course of events with folded hands? It is more probable that she will force new developments, at the same time continuing her military occupation, and Japan must pay careful attention to future movements in Manchuria lest the success she has achieved be converted into failure. The most important time for a solution of the Manchurian question will be when the powers withdraw their troops from North China, for this will signify a recognition of a proper government in China; will Russia also recognise the fact in common with He was of opinion that the Clerk of the the other Powers? If not the latter must induce her to admit it. The important matters now, engaging the attention of the Powers, at Peking should be disposed of as quickly as possible, in order to accelerate the settlement of the Manchurian question.

> Speaking in the columns of a vernacular journal, a certain politician says that if Russia occupies Manchuria and Masampo the independence of Corea will be menaced and Japan's defences will also be greatly jeopardised. So long, therefore, as Russia does not abandon her Eastern programme and Japan does not neglect her defences, a collision between them is inevitable sooner or later. The question really is not how war can be avoided, but when hostilities will break out. The present appears to be an especially opportune moment for Japan to commence hostilities, for Russia's high-handed mannner of dealing with China gives Japan an unique casus belli, and Japan would have the sympathy of the world on her

Japan's naval strength, continues the politician, surpasses that of Russia in tonnage as take three days to repair the line for traffic well as in actual fighting iquality. Take the. class of torpedo boats and torpedo destroyers. Russia has not one in these waters, while Japan possesses 30 of the former and eleven of the latter. It may be taken for granted that naval fighting would take place in the neighhood of the Yellow Sea, and this would afford apan the advantage of familiarity with the and coaling facilities. The land fighting must frontier, but if successful, Japan-would be able to prevent Russia from again attempting her southward march.

The Kokumin thinks it is very regrettable that voices are occasionally raised against Japanese emigration to the Pacific coast of America. There may be objectionable features in the emigration of low-class Japanese, but they are no worse than in the case of similar European emigrants.. Japan having a respon-Mr. Shewan proposed as an amendment sible government, which can exercise strict control over emigration, any foreign government may enter into negotiation with the Japanese authorities for the redress of any grievances that may arise in this connection. As a result of her struggles for many years, Japan has been admitted into the comity of ment be added to the effect that "to lessen the nations, and the enactment of any law against Japanese, simply because they are Japanese, will be greatly resented by the Japanese people.

> Discussing Japanese emigration to Corea, a writer says it is a well-known fact that the population of Japan is increasing at an extraordinary rate. In 1899 the total Japanese emigrants numbered 58,300, and the majority of these went to countries far from Japan, where climate, customs, language, etc., differ. greatly from that of Japan. It is very advisable that Japanese emigration should be diverted to Corea, which occupies a most important place in Far Eastern politics, inaddition to offering a promising field for emigration. As an illustration of the promising nature of Corea as a field for labourers; the following returns of theforeign trade of the Peninsular Kingdom may be of interest :-1882, yen 1,628,412; 1892, yen 7,221,594; 1897, yen 19,939,186; 1899,yen 20,588,767. As facilities for conveyance and communication are being gradually completed, there can be no doubt that Corea will make much more progress in the future.

April 19th. Political circles in Tokyo are greatly perturbed regarding the financial question. The Minister for Finance, Viscount Watanabe. wishes to defer until next year various government undertakings provided for in the Budget," owing to the impossibility of raising a loan for the necessary expenditure in the present condition of economical circles. The expenditure involved is variously reported, but apparently amounts to from 20 to 30 million yen. The greater portion pof: this amount was to be invested in railways, telephones, iron foundries and enterprises in Formosa and Hokkaido, and the urgent nature of these undertakings is quite obvious. Several meetings have been held by the Cabinet to discuss! this question, but no definite decision appears to have been arrived at. It is reported that the Minister for Finance is firm in his opinion to postpone the undertakings till next year, while, his colleagues apparently object to the proposal as likely to impair the confidence of the government in the eyes of the people, and as leaving in arrear important public works. The vernacular press almost unanimously blame the Minister for Finance for bringing about this financial dilemma, alleging that an able hand would have tided over the situation with | coalfield are spreading. There are miners'idle, pickets are out, and more cullicries

CRISIS IN THE NORTH.

The Railway Accident.

PEKING, April 29th. In the railway accident near Lofa seventeen

Chinese were killed and one American injured. A Wise Decision. At a meeting of the Generals it was unani-

The Summer Arrangements. The Field-Marshal's former proposals as to the strength and disposition of the troops were

mously agreed that the administration of Peking

should be allowed to revert gradually to the

The Proposed Regency.

The new Cheng-wu-chu is ostensibly a reform commission for the administration of affairs until the return of the Emperor, but really it is to be a Council of Regency.—N. C. D. News.

News from the North,

The French-have evacuated Huoluhsien and Chengtingfu and withdrawn all their troops tol'actingfo. The action of the French has created a great surprise in Peking, especially as after the attack of the German Brigade at the great Wall and the Kukuan Pass all the Chinese troops had not been dispersed beyond the demarcation line. It is true that the larger part of the German expedition had left and was also returning to Paotingfu, as there were no Chinese troops in the sphere assigned to the Germans, but large parties of Boxers have Discussing Russia's declaration that she will been reported moving south of the road from Chenglingly to Huolphaien, Tsinghing and the Kukuan Pass, and this is within the territory assigned for occupation and pacification to the French. Consequently Major-General von Kettler dispatched at once reconnoiting detachments from Foupinghsien. (Foupinghsien is on the road from Paotingfu westward to the Antsuling Pass, which has been occupied for some time by the Germans.)

The German losses of the last expedition are now reported to be four killed and fifty

The head-quarters have announced tonight that after the centre of the army of General Liu Kuang-tsai had been repulsed few days ago by General von Kettler's brigade, where the Thao River crosses under the Great Wall North of the Kukuan Pass, the battalions under Lieut. Col. von Wallmenich and Major von Mülmann also attacked the right wing of Liu's troops, about five miles south of Kukuan. The Chinese were driven back into the province of Shansi with heavy

Lieut.-General von Lessel, who was personaly'in command of the Expedition to the Great

Wall, has just returned here. The cause of the railway accident yesterday near Lofa has been shown at the inquiry to have been a very heavy dust storm which occurred. So much sand was deposited on the working parts of the locomotive as to cause them to get out of order. About three miles beyond Lofa, on the way to Tientsin, the throttle became useless, and about twelve yards before a small bridge was reached the train was derailed, and the locomotive, tender and two cars were thrown into the river bed. In all fourteen Chinese lost their lives. Of the other twenty-five hurt, the larger part is more seriously wounded. The two American; soldiers received only slight injuries. It will probably to reopen. - Ostasiastiche Lloyd.

SHANGHAI.

The Fighting at Kukuan.

SHANGHAI, May ist. With reference to the recent fighting at fighting area and also convenience in docking Kukuan, Shansi province, it is stated by one of the vernacular papers that General Liu necessarily be-confined to Manchuria and the Kuang-ts'ai, commanding the Chinese troops at Kukuan—a considerable portion of whom are Hunanese "braves"-refused at first to retire from his position in that pass in consideration of the approach of the German troops, although commanded to do so by the Hsian Government, in whose name the Plenipotentiaries at Peking sent no less than six teleprams. On receipt, however, of the sixth telegram, General Liu is reported to have given orders to ; retreat outside the Great Wall, which was being done when the Germans attacked his rearguard, which was trying to withdraw the artillery. Hence, in consideration of the stringent prohibition to fight, the opposition offered by the Chinese troops was but a halfhearted one.-N. C. D. News.

BY THE MAIL.

[From Home Papers.]

Submarine Boats for France. Instructions have been given by M. de Lanessan for the immediate building of 20 more submarine vessels for the French navy.

Captain the Hon. Hedworth Lambton, on 1st April, succeeded Vice-Admiral Fullerton in command of the Royal yacht Victoria and

A Doctor Wins the V. C.

"A Victoria Cross has been conferred upon

Lieutenant H. E. M. Douglas, of the Royal

Captain Lambton.

Army Medical Corps, for conspicuous bravery. in South Africa. Home at Last. The Undaunted, cruiser, Capt. A. C. Clarke, arrived at Plymouth on 1st April, from the China Station, where she has been relieved by the Blenkeim, cruiser. She will be paid off at

Plymouth. Armament for Port Arthur. The Volunteer Fleet cruiser Orel has left Odessa for Wladiwostock, carrying three iron railway bridges in sections and a quantity of gun carriages of a heavy pattern consigned to

Port Arthur-The "Mohawk." The Mohawk, cruiser, Com. Frederick H. P. W. Freeman, was inspected at Sheerness on, 30th March by Vice Admiral Sir W. R. Kennedy, Commander in Chief at the Nore, on her retuge from China, and subsequently pro-

ceeded to Chatham to pay off and refit. Death of Rear-Admiral Bruce:

The death is approunced of Rear-Admiral James Minchin Bruce at Worthing, aged 68, son of Admiral Sta Henry William Bruce is Hewas a second cousin of Sir James A. T., Bruce, the second in command of the China Station. He had no war services, and retired with the rank of captain in 1873.

The Scottish Strikes. The two great Scottish strikes that fin he Fairfield shippard and that in the Lanarkalile

are falling into line with the general movement. The men have plenty of funds, and are confident of success.

Valuable Loot. A story is going round the French Press that a French civil engineer, who was in a penniless condition in China before the outbreak of hostilities, has just returned to Paris with loot of silks and fur taken by him from Chinese stores at Tientsin and valued at 20,000.

Death of Mr. D'Oyly Carte. Mr. R. D'Oyly Carte, the well-known manager of the Savoy Theatre, who was associated with the first production of all the famous Gilbert-Sullivan operas, died on 3rd April at his residence in London after a long illness, and Sheffield United was drawn. He was born in 1841.

Death of Sir John Stainer. Sir John Stainer, the well-known musicians who was for many years the organist of St Paul's Cathedral, and subsequently Professor of Music in Oxford University, died on 31st March at Verona.

Naval Appointments.

The following appointments have been made at the Admiralty :- Commander: T. W. Kemp, to the Argonaul, to date April 1. Lieutenants T./E. J. Bigg, to the Bonaventure, temporarily in/lieu of a sub-lieutemant, J. G. P. Ingham to the Bonaventure, W. R. Alexander, to the Ivis temporarily, in lieu of a sub-lieutenant, to date April I; T. E; J. Bigg, to the Talbot, undated.

Inter-University Sports.

Teams representing the rival Blues met at Queen's Club on the 29th March, The result of the annual struggle between the picked athletes of the two Universities was regarded as very open. Oxford won by six events to four. In the chess competition, which was conducted at the British Chess Club, Cambridge defeated their opponents by five games to two.

The committee of the M. C. C. on the 1st April approved the action taken by the captains last December with reference to throwing, but suggested that the actual suspension of any bowler should be postponed, in the hope that what has been done may so far strengthen-the hands of umpires as to enable the difficulty to be met without recourse to such drastic micašyres.

-Tolstoi's Excommunication.

A St. Petersburg correspondent says that the excommunication of Count Leo Tostoi has excited so much indignation against the ecclesiastical authorities and sympathy with the venerable novelist that a revocation of the decree of the Holy Synod, brought about by the influence of the Russian Government, is now almost certain. It is reported from Vienna that an attempt has been made to assassinate the Russian Minister of the Interior.

Russian Reinforcements. . The despatch of Russian troops to the Far East continues. The diafting of reinforcements from Odessa has gone on unostentatiously, but none the less steadily, for the last three years, and those who think, states the Odessa Correspondent of The Times, that the fresh additions to Russia's strength there merely counters balance the withdrawals of men sent back to European Russia on the completion of their term of compulsory service, are very wide of the mark.

The Duke of Manchester's Bankruptcy.

At the London Bankruptey Court on 29th March the Duke of Manchester attended for public examination before Mr. Registrar Brougham. Mr. Horace Kent/ on-behalf of the debtor, asked for an adjournment. Mr. Frank Brough, on behalf of the trustees, supported the application. The Duke's father-inlaw, Mr. Zimmerman, had come to this country with a view to making some arrangements with the creditors. It was, therefore, of con-·siderable importance to all parties that an adjournment should take place. The Registrar adjourned the public examination to May 10.

Our National Revenue.

The Chancellor of the Exchequer has issued the return of the national revenue for the fin- quently mistaken for rent-collectors, and many ancial year which has just closed. The total receipts were just over £140,000,000 compared with just under £130,000,000 in the previous year, representing an increase of £10,261,894. Of the total revenue £130,384,000 was paid into the Exchequer and £9,633,000 to the local taxation accounts, the latter figure showing at decrease of £280,000. Each of the four quarterly returns of the year indicates an increase on the corresponding period of the previous. year. The largest advance of the four on that is the quarter which is just over (£6,769,000).

A Great Housing Scheme.

The greatest housing scheme that has yet been before the County Council was passed by that body on 2nd April. It finally decided to purchase the Lordship Lane estate at Tottenham, consisting of about 225 acres, at a cost of L91,500. On this estate it is proposed to build 5,779 cottanes, to house 42,500 persons, at rents ranging from 6s, to 10s, 6d, a week. The cottages which it is proposed to build are of two storeys, each self-contained and having its own garden. The estimated cost of building is put at £1,600,000. The scheme met with the criticism that it did not meet the wants of the very poorest classes, on whose behalf accommodation was most urgent.

The "Talbot."

The second-class cruiser Talbot is a rather more powerful vessel than the Ronaventure, which she relieves, being of 5,600 tons displacement, whereas the latter vessel is 4,360 tons. The Talbot is armed with five 6 in, quickfiring guns, (six 47 quickfiring guns, and eight 12assortment of field guns and Maxims. Her crew is 318 officers and men. Both ships are about the same in point of speed, i.e., 18 knots at natural draught power, and 20 knots per hour at their maximum power.

Football.

Under Rugby Union rules, the final football

match for the county championship took place between Devon and Durham at West Hartlepool and was won by Devon by a goal and three tries to a try. Under Association rules an international match at the Grystal Palace between England and Scotland resulted in a draw, of two goals each. In the first division of the League competition matches were won by Belton Wanderers against Blackburn Rovers, Derby County against Stoke, Liverpool against Newcastle United, Preston North End against Bury, Sheffield Wednesday against Everion, Sunderland against West Bromwich Albion, and Wolverhampton Wanderers against Manchester City. A match between Aston Villa

Hardly Complimentary.

Writing to his father at Scarborough, Armoury-Sergeant W. M. Patrick, of the China Expeditionary Force, states that if the British soldiers went dodging around the Settlement at Tientsin after dark, they stood a chance of a Frenchman pricking them with the bayonet." There had been a lot of that game going on lately, but he reckoned he could just about eat three of the French Johnnies before breakfast. The way the Frenchmen knocked about gave the Englishmen the blues, but the Englishmen did "cock 'a chest" when they passed them. As the song said, "We never speak as we pass by." The Germans, on the other hand, were grand chaps. He believed that they could all say "Good morning" well. At all events, if they could not, they always nodded their head, or winked their eye, or, better still, gave a most courteous bow in really good aristocratic style.

The French Navy.

Triton, Sirene, Espadon, and Silure, as well conclusive in proying that messages might be exchanged between ships and the shore at about those distances.

French Naval Bases.

Apart from Bizerta and other Mediterranean stations, which are intended to get the mastery over the Gibraltar and Malta route, says the Engineer, the French are creating three formidable bases on the Cape route to India and Office documents, and from papers issued by the extreme East. The first of these is Dakar, in Senegal, for which a fresh grant of sketch map. The Philippine Archipelago has basis is at Diego-Saurez, in Madagascar, which abnormal condition of things prevailing there commands the routes between the Cape and of recent years. The subject matter is divided India. Diégo-Saurez is becoming the most formidable naval station in the Indian Ocean, and is likely to be a perpetual menace to South Africa. The works at Saigon, for which a further sum of f., 3,000,000 has been voted, are being carried out f r the protection of the Chinese seas.

The Census.

Forty thousand enumerators on 1st April collected over seven million census forms, containing over forty million names. it was a big and important task to crowd into one day, but apparently it was all done smoothly and without a casualty, and, it is to be hoped, without many errors. The King personally filled up his census form at Windsor Castle. Then followed the names of the other members of the Royal Family in residence there, the numerous officials, and the servants-about one thousand persons altogether. Incidents, some sad, some amusing, are recorded. At Eton, Mrs. Benfield, the wife of a servant at Windsor Gastle, was about to give particulars to her husband of what should be entered in the form, when she expired. Enumerators in Leeds were frepeople in the poorer quarters pretended to be away from home. At Market Drayton, Salop, an enumerator on business intent hailed a barge lying in mid canal. The reply-from a woman-was that he would get a bucket of water thrown over him if he did not run away, Eventually the enumerator got the bucket of water-and the information he wanted. Mr. I. P. Fordom, of Princes Risborough, Buckinghamshire, holds what is perhaps a record. He acted as enumerator in 1851, 1861, 1871, 1881, and 1891, and this year he, for the sixth time, filled the position.

The King's · Civil List.

The report of the Select Committee appointed to consider so much of His Majesty's Speech to both houses at the opening of Parliament as relates to the Civil List, and His Majesty's most. gracious Message of Match 5 relating to grants to Her Majesty, the Queen and members of His Majesty's family, has been issued.

The Committee recommend that the new Civil List should be fixed according to the following estimate:—

First Class.—Their Majesties' Privy Purse Liro,000 Second Class.—Salaries of His Majesty's Household Fourth Class.—Works Fifth Class.—Royal Bounty, Alms, and Special Sixth Class.-Unappropriated

Total for the Civil List £470,000 . The Committee further recommend, that an annuity of £20,000 shall be paid out of the Duke of Gornwall and York.

Britain's Drinks.

The national expenditure upon intoxicating liquors in the United Kingdom in 1900, as estimated by Dr. Dawson Burns, was The Late Rev. J. Stonehouse. Li60,891,718, being less by £1,271,756 than Simple and affecting was the memorial ser, the same kind of expenditure in 1899. The vice held in the board-room of the London expenditure in 1900 was equal to £3 18s. 8d. Missionary Society for the late Rev. Jaseph per head, or £19 13s. 4d. for every family of Stonehouse, who was murdered recently near five persons. The actual expenditure per person Tientsin. Many friends of the martyred min- and family was, of course, very much greater. ister attended. The Rev. R. Wardlaw Thomp- in many cases, while in others nothing was son, in the course of his address, said they had spent on such liquors. Taking the three kinghoped-that the peril in China had passed, and dome separately, England spent £133,521,443, that they would soon settle down to new, larger, or an average of £14 35, 2d. per head; Scotland and more prosperous work, but; unfortunately. L14,305,861, or L3 6s. 4d. per head; Ireland their desire had not been realised. He had L13,064,414, or £2 18s. per head. Towards received only a few hours previously one of the the diminished consumption in 1900, England last letters written by the murdered missionary. contributed £1,461,489, and Scotland £12,765, there was reported on the 1st ult, a riot so in charge of the motors were almost continumer and servant. Mr. J. Powell, Mr. and Mrs. Mr. Stonehouse said there was still a good deal but Ireland showed an increase of £202,498. serious as to suggest one of the mediceval uously on duty for thirty hours. . . . for Silvil and 2 children. From Colombo-Messrs. of hostility towards. Christians in the country There was an increased expenditure of cantonal wars. It appears that the Municipal during the first three stoppages they had to Kinsorey and Hoping. From Singapore—

94,351,006 gallons of alcohol, the consumption of whigh, per head, was 246 in England 182 per head in Scotland, and 1'64 per head in

Submarine Boats.

Captain William Hovgaard, of the Danish Navy, read a paper on submarine-boats before the Institute of Naval Architects recently. The importance of the subject for the British publich as been accentuated by the decision of the Admiralty to purchase five boats of the Holland type and to experiment with them. Captain Horgaard laid down certain specific qualifications. The boat plust be able to dive quickly to any desired depth and to keep its depth with cestainty and facility. It must also be capable of coming quickly to the surface at any time. " Subject to the fulfilment of these conditions he would have boats of high speed, of medium speed, and of low speedthese terms, of course, having a special application to the type of boat, and not being at all applicable to vessels intended to move on the surface of the water. . The difficulty is that these conditions have not been fulfilled up to the present. Both Admiral Bowden-Smith and Admiral Sir Edward Fremantle spoke with regret at yesterday's meeting of the fact that the Admiralty had ordered five boats of identical type and all from the sanie firm, and this regret will be generally shared. The Holland is probably the best type of boat.

Loot! Loot!! Loot!!!

A certain amount of the loot from Peking is finding its way into the West end auction rooms. Amongst recent objects are a group of figures from Chinese mythology, carved from teak wood, £4; another group of two mythological figures, unique in that it is There is great activity in the building of the entirely carved from one solid block of teak, French submatine boats at Cherbourg. The one foot in diameter, £4 ios.; and £4 was obtained for another group of two demons, as the Algebrica, are to undergo their trials this | ornamented in the Hsu-Cheng-Yu Palace in year, and the correspondent of the Vacht | Peking. A pair of Chinese grey jade bracelets remarks that there is a tendency to give the fetched £4, some embroidered silk robes £6 command of the boats to young officers. A | and £7 each, and a couple of skirts £2; a new commander has been appointed to the miniature screen of pierced wood, surrounding Morse, and already Lieut. Moyson has charge a square plaque of pierced jade, Lio ios.; a of the completion of the Silver, which he is to silver gilt hair ornament, with green stone in command. The Northern Squadron has been | the centre, £5; other hair ornaments worked in inngaged in wireless telegraphy outside Brest, seed pearls and kingfishers feathers £3 each. 'A the Massena, Dupuv de Lôme and Bruix being | number of beautiful garments were sold, among fitted with the apparatus. Communication them a sea-otter short jacket, lined with blue was established at distances varying between | brocade, which made £42, and a red embroidtwenty-five and thirty miles, and the trials were | ered Mandarin's robe, lined with silver fox fur,

Trade of South-East Asia.

The Commercial, Labour, and Statistical Department of the Board of Trade have just published a valuable report on the Trade and Shipping of South-East Asia, the work of Mr. Thomas Worthington. The report is compiled. from the various Foreign Office and Colonial other Powers, and is prefaced by an admirable f. 10,550,600 has been made. The second not, however, been dealt with, in view of the into five parts (1) French Indo-China; Siam; (3) the Straits Settlements; !(4) British possessions in the Fast Indian Islands; and (5) the Dutch East Indies.

The report does not present any features that will not be known to our readers, and Indo-Chinese possessions, and affording a basis | most of the documents on which it is founded for the ships of war which will operate in the have already been dealt with in our columns. It shows that England can still supply many things cheaper than her competitors.

The Boat Race.

The University boat-race on 30th March was won by Oxford after a magnificent struggle The weather was unfavourable and the water very rough. At Barnes Bridge, where the race is usually considered to be "over," Cambridge led by a length. In the short stretch to th winning post, however, the Oxford crew made this up and forced their boat to the front, winning by two-fifths of a length. The impossible conjecture, which was thrown out before the race, that Cambridge might win by the "length of their nose" was, therefore, very nearly justified. Even the iamous dead-heat-to speak a paradox-was not in fact so close a race; but if the race will be glorious in history for its own sake, it may be epoch-making in the craft of boat-building. The "Brocas," the new Oxford boat, so far as is possible in an outrigged racing-boat, is designed to progress over rather than through the water. It cannot, however, be said that she has proved her superiority. Some critics say that she suffered more than the Cambridge boat from the rough water; but then almost throughout she had rougher wate to face, and even if she did not travel so wel through waves she proved herself in the race as in training, a remarkable easy boat to sit, a quality which gives a fully compensating ad vantage when the wind is high. Dr. Warre who is said to be immensely interested in hi design, can at least congratulate himself with the assurance that the boat will have a further trial. She is at any rate a greater success than the latest experimental bars.

The 4th April witnessed the launch of the greatest vessel which the world has ever seen. The honour of this splendid enterprise rests with the White Star Line and the famous shipbuilding firm, of Messrs. Harland and Wolff The Celtic for this is the name of the huge ship, is the first vessel ever built to exceed 20,000 tons. She is 20,880 tons gross and 13,650 tons net, while her displacement at a load draught of 36 ft. 6 in. will be 37,700 tons. These are stupendous figures, but their significance is brought out more clearly when one compares them with the measurements of other famous ships which have sailed, or are still sailing, on the well-beaten Atlantic route. The Great Western, the pioneer steam-Consolidated Fund to His Royal Highness the ship of rather more than sixty years ago, Duke of Cornwall and York, who has succeed. had only a displacement of 2,300 tons; the pounders, in addition to field service guns and ed to the revenues of the Duchy of Cornwall. | Britannic, which was the pride of the early Maxims, and has a crew of 437 officers and. They also recommend the grant of an annuity | seventies, had a displacement of 8,500. Within The Bonaventure's armament is lighter, of £10,000 to Her Royal Highness the Duchess | thirty years, therefore, the displacement of the consisting of two 6-inch quickfiring guns, eight of Cornwall and York during the continuance | finest vessels affoat has been more than 4'7 quick-firing guns, eight 6-pounders, and an of her marriage with His! Royal Highness the quadrupled. For purposes of such comparison the ill-fated Great Eastern may be left out of account. She was born out of her due time, and was fore-doomed to failure. But even the gross tonnage of Brunel's colossal experiment, which has stood unapproached until now, has at length to give pride of place to the Cellic, with her gross tourage of 20,880 tons, which exceeds by 5,000 tons that of the largest German steamer, the Kaiser Wilhelm der Grosse, and by 3,000 tons the other famous ship of the White Star Line, the Oceanic, launched about a twelvemonth ago. The Celtic is five feet shorter than the last-named boat, but in all other respects she will be easily first among the big ships of the seas, with a huge bulk out weighing the two heaviest fronclads that swim.

Mountaineers in Mutiny.

liquors thus consumed contained no fewer that I carried their protest to the extreme of attempting to burn the town hall down. Then the gendarmes had to use weapons, and there was a sanguinary conflict, in which both sides used firearms. Ten persons were killed and fifteen injured, two of them policemen.

The Launch of the "Celtic."

The White Star line Cellic, the largest ship in the world, was launched on the 4th ult amid great enthusiasm, from Queen's Island Belfast, in the presence of fully 10,000 people. A special platform had been erected at the bows and port side of the ship for a distinguished company invited by the owners and builders. The guests included the Countess Cadogan, the Marquis and Marchioness of Dufferin and Ava, the Marquis and Marchioness of Londonderry, the Marquis of Hertford, the Countess of Antrim, the Earl and Countess of Shaftesbury, and many others. Albert Quay and Victoria Wharf and quays on both sides of the river had been reserved for the general public, who were admitted by tickets, the proceeds being devoted to, the fund for the Queen's Memorial Statue, which is to be erected shortly at the new City The weather was of most favourable description, the water being quite calm. powerful detonator was discharged at 10.15, when Mr. Carlisle, the manager, opened an hydraulic valve, and amid cries of "She's mov ing!" the new liner, first slowly and then with considerable force, glided from the slips, and within half a minute the Celtic was affoat. Three pairs of anchors were immediately lowered, and in her own length the great ship was pulled up. There were enthusiastic cheers, accompanied by the waving of handkerchiefs and screams of sirens and fog-horns. The Celtic was afterwards towed to Alexandra Wharf, where she will receive her engines. The christening ceremony was performed by the Marchioness of Dufferin.

Discomforts of a Submarine.

THE TRIALS OF THE "HOLLAND." The official reports of Lieutenant-Commander Edwards, U.S.N. and commanding officer of the boat, Lieutenant H. H. Caldwell, in regard to the trial of the submarine boat Holland are very interesting. The trials were made in "obedience to the Department's order of January 5, 1901, and the Bureau's instructions of

January 7 to collect data of speed-endurance." The report begins by a description of the boat, from which it is seen that she is of circular section, the greatest diameter being 11ft. and the end 3ft. On the surface and in the E-SANG, British steamer, 1,127, L. H. Tamples, awash position she is propelled by a gasengine of about 45-horse power. Under the surface she is propelled by a motor, which receives the current from a storage battery. This battery requires to be charged by a dynamo driven by the gas-engine. The Holland was convoyed by the United States tug Standish. The weather was reported by the commander. of the Standish to be excellent, and could not have been more favourable during the winter. The Navy crew also were in excellent condition, "thoroughly competent and trained. For months preceding the time that the Navy crew were placed in charge Lieutenant H. H. Caldwell, the commanding officer of the Holland, had seen the civilian crew of the submarine boat work her appliances, and therefore he had an excellent chance to compare the efficiency of the two crews . . . and the various mechanical appliances were in better condition than when the navy crew were placed in

charge." The boat, the report says, may give out and be rendered helpless if one of three things become exhausted, "the air supply, the ignition current, or the storage electic current." When under way THE AVERAGE OIL CONSUMPION.

by the engine was five gallons an hour. She carries 1,300 gallons in her tanks, and during the 145 miles trip she used only 175 gallons. She has, as far as oil is concerned, a large radius of action. But it is on the crew that the time of action tells. "Careful watch must be kept while the batteries are being charged well as when the propelling engines are in opeation, and there must naturally be a limit to the time when men can remain continuously at work." We are further told of the kind of hardships the crew had to endure. One poor fellow said "it was so cold that was he was not able to sleep while not standing on watch." They then tried artificial means of producing warmth, for "during the first half of the run two electric heaters were used to make the run more comfortable," but] "during the last half of the run it was not deemed advisable to use them, since they consumed so much current of electricity that it was apprehensive that the storage battery would run down." 'To secure good ventilation when on the surface. there is a ventilator directly over the gasengine, and the conning tower also serves as a good air-shaft. But there is danger from the gasoline when the boat is submerged. The report says: "Gasoline is a great searcher, and if there is a defective joint or weakness in the piping it will be found by this combustible. One of the resultant products of combustion of gasoline is carbonic oxide, a deadly [poison. Since this gas is odourless it is particularly

An accident may happen which may cause the gasoline to leak, and in this manner the odourless, deadly poisons may be formed." Even on the surface

THE DEADLY POISON ABOUT THE ENGINE affects and is dangerous to the crew.' Lieut. Caldwell says: "The first turn that I spent in the engine-room of the Holland was an exceedingly trying one, for there was just enough odour from the gas to make me uncomfortable. B. Okolovitch, I. W. Clark, C. Milsteax and J. Afterwards I became accumstomed to the exciting conditions and did not seem to notice any disagreeable odour for the rest of the day. had something of a headache, but for several hours experienced a nervous sensation which I have never undergone before." Three different explosion took place it would destroy the vessel. The crew also endured much from want of

proper food. For they "had no cooked meals, but ate from a lunch basker, and there was not one of them who could assume even a comfor- | Stretton. table position in carrying on his work. The atmosphere was very humid, and with a low. temperature there must of necessity have been | Chinese. depressing conditions. The machinist operat- Per Laos, for Hongkong from Marseilles-

Shipping.

ARRA, French steamer, 4,255, Negre, 40 May,-Shanghai and May, Mails and General.-Messageries Maritimes. AMBRIA, German steamer, 3,288, M. Duckstein, 4th May,-Hamburg 14th Mar, and Singa

pore 28th April, General.—Siemssen & Co. TAKOW, French torpedo-boat destroyer, 28 - Boussady, 4th May,-Shanghai and Amoy 2nd May. TRITOS, German steamer, 1,033, H. Clausen

5th May,-Saigon, 30th April, Rice an Flour.-Wing Wo .: FUSHUN, British steamer, 1,500, W. H. Lunt 5th May,-Shanghai 1st May, General.-C. M. S. N. Co.

KONG BENG, German steamer, 862, C. Fuchs 5th May,-Bangkok 29th April, General.-Butterfield & Swire: ARIEL, Norwegian steamer, 994, Ch. Rafen. 5th May,-Chinklang 29th April, Rice,-

Melchers & Co. ANPING MARU, Japanese steamer, 1,053 Atsumi, 5th May,-Foochow 1st May J General.—Mitsui Bussan Kaisha. Pyrriffus, British steamer, 2,281, J. W. Walker,

5th May, Moji' 30th April, Coal and General. -Butterfield & Swire. CANTON, British steamer, 1,110, D. F. F. Lawrence, 5th May,-Canton 4th May, .General.—Jardine, Matheson & Co. SUNGELANG, British steamer, 1,021, S. V

Moore, 5th May,-Manila 3rd May, Gene ral.-Butterfield & Swire. ALGERINE, British sloop, 1,050, E. D. Hunt,

5th May, -Singapore 28th April. LAOS, French steamer, 2,331, Flandin, 5th 3rd May, Mails and General.-Messageries

TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 5th May,-Moji 30th April, Coal.-Mitsui Bussan Kalsha. TAIYO MARU, Japanese str., 783, H. Bathurst,

5th May,-Haiphong via Pakhoi and Hoihow 1st May, General .- Douglas, Lapraik & Co. -BISAGNO, Italian steamer, 1,500, Brusaca

Pietro, 5th May,-Bombay 17th April, and Singapore 29th, General.—Carlowitz & Co. GUTHRIE, British steamer, 2,338, W. G. Mc-Arthur, 6th May,-Kobe 30th April, General.—Gibb, Livingston & Co.

Choysang, British str., 1,194, G. H. Bowker, 6th May, Canton 5th May, General. Jardine, Matheson & Co. 6th May,-Canton 5th May, General,-

lardine, Matheson & Co. WHAMPOA, British steamer, 1,110, M. E. Laver 6th May,-Canton 5th May, General,-Buterfield & Swire.

CLAVERDON, British steamer, 2,085, Parker

6th May,-New York 6th Mar., Case Oil --Order. KACHIDATE MARU, Japanese steamer, 2,472 . S. Fujikî, 6th May,--Kuchinotzu 1st May, Coal.-Mitsui Bussan Kaisha.

CHINA, German steamer, 1,113, P. Voss, 6th May,-Newchwang 28th April, and Chefoo 30th, General.—E. A. Trading Co. DUNOTTAR, British steamer, 2,274, Mackenzie, 6th May,-Bordeaux 17th Mar., General, —Dodwell & Co., Ld.

6th May, -Tung-yung 4th May. HAILAN, French steamer, 377; M. Marlis, 6th May,-Pakhoi and Hoihow 5th May, General.—A. R. Marty.

HERMIONE, British cruiser, 4,560, Cumming,

SULLBERG, German steamer, 782, J. Jessen, 6th May,-Chefoo 29th April, General.-Siemssen & Co. MICHAEL JEBSEN, German steamer, 710, J Jessen, 6th May,-Haiphong and May,

and Hoihow 5th, General.-Jebsen & Co. Clearances at the Harbour Office. Fushun, British str., for Canton. Ariel, Norwegian str., for Canton. Dunottar, British str., for Hankow, Taiyo Maru, Japanese str., for Canton. -La Rhone, French str., for Canton. Ambria, German str., for Yokohama. Canton, British str., for Shanghai. Saining, British str., for Wuchow. Kaifong, British str., for Iloilo. Wo Ping, Chinese steam-launch, for Wuchow

Kongnam, British str., for Canton. Departures.

Glengarry, British str., for Kutchinotzu.

May 5, Hailan, British str., for Swatow. May 5, Maidsuru Maru, Jap. str., for Swatow. May 5, Aristea, Austrian str., for Moji. May 5, Wingsang, British str., for Swatow. May 5, Tsintau, German str., for Canton. May 6, Yarra, French str., for Europe, May 6, Clara, German-str., for Holhow. May 6, Glenshiel, British str., for Kobe. May 6, Chihli, British str., for Moji. May 6, Lindula, British transport, for Amoy. May 6, Ula, British transport, for Singapore. May 6, Laos, French str., for Shanghai, &c. May 6, Canton, British str., for Shanghal. May 6, Kailong, British str., for Iloilo.

Passongers-Arrived Por Tritos, from Saigon-18 Chinese.

May 6, Fushun, British str., for Canton

Per Kong Beng, from Bangkok-2 Europeans and 20 Chinese. Per Anding Maru; from Foochow-1 European, and 205 Chinese.

· Per Fushun, from Shanghai-Capt. Anderson, Messrs, Delfs, Harms, Weinrich, Francisco, Tse Yat, Manners and Carman, Per Sungkiang from Manila-Commander Ogden, Messrs, J. S. Doak, G. H. Garham,

Per Yarra, for Hongkong from Yokohama-

Messrs, de Satge and Wong She Chung, From The following morning, however, I not only Kobe-Messrs. James Guy and Wong Yuk Nan. From Nagasaki-Mr. S. G. Mills. From Shanghai-Mrs. F. Hutchison and amah, Mrs. Grandon, Mrs. Kinch, Mr. and Mrs. Fongerat systems are used in the boat for obtain- and child, Capt. Mollos and I Assistant, Messrs. ing energy-namely, gasoline, electricity, and Ferkowich, J. Yerex, Sergeants Wilchouse, compressed air. The first is extremely liable Cox, Baker, Mr. F. Druns, I Indian and I Chito catch fire. During the starting of the engine | nese. For Marseilles from Yokohamathere was a small discharge of gas into the Messrs. Pernot, Mudge, F. S. Clark, C. D. hull from some improper working of the Clark and Culty. From Nagasaki-Messrs, valve. Even from this small leakage the Tonlonse, Mognier, and 9 French Marines. machinist in charge of the motor became very From Shanghai-Messrs. R. Currie, Kim Tuan much distressed, and when he came on deck to | Son, Min Yeng Eon, Min Tchel Houn, Ni overcome this faintness by securing fresh air, | Ejong Yeh, Yi Ha Heng, Oh Eal Yeng, Yi he appeared very pallid and not far from Han Eung, Ming Sang Hyen, Hong Hyen collapsing." Then, again, the compartments Sik, Kong Ehai Hyen, Kini Myeng Sin, Yi were always damp, and "it must be difficult to | Kin Hyen, Min Yon Sik, Ejo Yong Ha, Kong keep the electric motors in a high state of Sok Eon, Ham Koin Ha, Kang Ki Sieng, C. efficiency." Salt water also must fall down the R. P. Maur, Bendirite, Max. Siecke, and 2 hatches and impair the ventilation. The air Frenchmen. For Suez-Messis. Kelaidis, flasks have a pressure of 2,000 lb., and if an Roupas and Rebakis. For Colombo-Mr. Dandson. For Singapore-Messrs, de Evans, L. Miall, Mrs. Kern, and Mrs. Schlier. From Nagasaki for Saigon-Mr. Courtein. Per Guthrie, from Kobe for Australia-Mr.

> Per Bisagno, from Singapore-Messrs. Camilla, Paul, Cesare, Renata, Galluzer, and 249

From Bienne, in the Chamounix Valley, ing the gastengine and the electrician who was Messrs. Pakenham, W. Clark, Consul Dautredistricts, and his opinion was that in two years that the was an increased expenditure of there was an increased expenditure of there was an increased expenditure of the first three stoppages they had to the first three stoppages they had the first three stoppages they had to the first three stoppages they had the first three stoppages the stoppages the stoppag

Mrs. De Jesus and 3 daughters, Messrs. Monnier, Bar, Stamber, and 21 Chinese.

Per Yarra, for Saigon-Mrs. Mooney and child, Mrs. Greffe and child. For Singapore-Mr. and Mrs. Rescio, Messrs. J. Hermans, H. T. Seymour, G. H. J. Sadman, Revs. A. S. Percira and F. X. Fernandes. For Batavia-Mr. W. Ninaber. For Samarang-Mr. D. Gonswaard. For Marseilles-Capt. D. G. da Amaral, Messrs. J. Colvin, M. Maningue, G. Maron and L. Gilles.

Per Laos, for Shanghai-Mrs. Sampson Way, Mrs. Mathews, Miss Nicoll, Mrs. C. Ozario and 3 children, Mrs. Rivero and child, Messrs. W. Daniels, Tan Cheng Tim, T. C. Ferguson, Lyons' Bornemann, J. Heiedescoper, T. Gollaco, H. R. Wadmore, D. Meler, E. Holthaws, Mrs. Evenbeng, Mrs. A. S. Pereira, and Mrs. Barretto. For Kohe-Mr. V. Cherot and J. R. Smith. For Yokohama-Miss-A. Ebert and Mr. Jabot

SHIPPING REPORTS.

Capt. C. Fuchs, of the steamship Kong Beng. from Bangkok, reports :- Fine weather with E.

Capt. W. H. Lunt, of the steamship Fushun. from-Shanghai, reports :- Light variable airs. calm and fog.

Captain W. G. McArthur, of the steamship Guthrie, from Kobe, reports :- Thick fog with light variable winds and smooth sea, with much rain throughout the passage.

Captain Atsumi, of the steamship Anping Maru, from Foochow, reports :- Foggy weather May, Marseilles 7th April, and Saigon North of Amoy, S.W. gentle breeze and cloudy weather South of Amoy.

> Captain H. Clausen, of the steamship Trilos, from Saigon, reports:-Fine weather. On the. 1st inst. at 7 a.m., passed American barque S. T. F. G., report all well, in Lat. 107° 30' E., and Long. 10° 21' N.

> .Capt. Moore, of the steamship Sungkiang, from Manila, reports Light variable winds and calms, with fine pleasant weather to Pratas Shoal, thence to port dull and overcast weather, with occasional heavy showers,

Capt. H. Bathurst, of the steamship Hailoone, from Haiphong, via Pakhoi and Hoihow, reports :--Hongkong to Haiphong light variable breezes and smooth sea. At entrance of Hainan Straits sighted vessel ashore on Hainan Head Bank, which on approaching turned out to be Messrs. Marty's s.s. Hanoi, bound from Hongkong to Haiphong, flying signals of wish to communicate. On stopping, she sent her passengers and mails on board of us, but did not require any other assistance, as she was discharging into junks. Haiphong to Pakhor gentle to moderate S.E. breeze and high S.E. sea. Left Pakhoi on May 2nd for Holhow, fresh S.E. breeze and light sea, Left Hoihow on May 3rd at 4 p.m.; light to fresh variable breeze S.E. to N.E. overcast and showery weather with smooth sea. Vessel in Pakhoi :--- s.s. Hailan. In Hoihow :-s.s. Rajaburi, Jacob Dredericksen, and Michel

STEAMERS EXPECTED.

Names.	From.	Duc.
Empress of Japan Hongkong Maru Wittenberg # Bergenhus Carlisle City Hitachi Maru Victoria Tacoma Bengal Hamburg China Miike Maru Doric	Shanghai Singapore Moji Moji Singapore Japan Japan Singapore Colombo San Francisco Bombay	To-morrow To-morrow May 8th May 8th May 9th May 9th May 10th May 14th May 15th May 15th
	•	

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratic with the latest available information every day.

PROJECTED SAILINGS.

•	Ship.	Destination.	Date.
r	Afridi	New York Swatow, &c	May. 24th
:	America Maru	Dan'r rancisco, &c.	iittilu atha
	Anping Maru	Foochow	May Rib
	Awa Maru	Marseilles, &c	May 14th
١ '	Danaarat	Europe, &c Straits, &c.	Mass - sale
	Deigian King	San Diego, &c.	Unne roth
	Dengal	Shanghai Singapore, &c	May 10th
	Dracmar/	Victoria, R.C.	Tinna mile
-[Canton	London Marseilles, &c	May 28th
	Carible City	San Diego, &c. 🔝	May roth
1	Changsha	Singapore, &c Kobe & Yokohama	Mar vach
•	China	San Francisco, &c. l	May ariki
	Glenogle	San Francisco, &c. Victoria, B.C.	July t3th. June 28th
1	Coptic	Victoria, B.C. San Francisco, &c. Tamsui	June 27th
	DOMC	San Francisco Assil	friend
١	Emp. China	Vancouver, &c	June 5th
1	Emp. Japan	Manila	May 15th
1	Ferndene	Manila New York	May Joth
	Gielic	an Francisco, &c.	May 7th
-	Guthrie	Sydney, &c	May 15th May oth
1	Hailoong	watow, &c	May 7th
ľ	Heathburn	Straits, &c	une 13th uly 17th
ĺ.	Hillglen	New York New York Sombay	une 14th
	WE LATE OF THE PARTY AND THE PARTY.	LUDE EX "T OKCIIETINA I	VIOW IMPA
Ľ	nongkong Marus JapanS	an Francisco, &c. hanghai, &c.	day 16th
	A. CompanioniP	'Ortiand, Arc. () in	Vor weth
1	Minuticnou	ydney, &c	Itles' wwels
	König Albert	ictoria, B.C.	lay tith
	Lowther Castle N	ew York Joji, &c	une 30th
	Nippon Maru	an Francisco Ne I	lay 21st
	Perla M	an Francisco, &c. I lanila traits, &c	lay 7th
	Prinz Heinrich S	traits, &c.	lay 20th
]	Prinzess Irene S	traits, &c	ept. 5th
j	Rosetta Maru	pan M	lay toth
40.00	Segovia S	raits, &c. A	inc 27th
	tuttgartSi	raits, &cA	ug. 8th
	Sungkiang M	avre, &c	ay 21st
	l'acomav	avic, &c	ay yin i
1	Zigtoria	verpool	ay 18th

PACIFIC MAIL S.S. CO., & OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

_	PROPOSED	SAILINGS	FROM HONGKONG.
O CARTTO!		10	TUESDAY, 7th May at Noon.
" CELLINA "	4	1	SATURDAY, 25th May, at Moon.
" TOTAL TOP!			SATURDAY, 1st June, at Noon.
יי דומשום יי	***************************************		TUESDAY, 18th June, at Noon.
" CONTROL			THURSDAY, 27th June, at Noon.
"CITY OF	PEKING "		SATURDAY, 13th July, at Noon.

THE O. & O. Company's Steamshap "GAELIC," will be despatched for SAN FRAN-CISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 7th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may

be obtained upon application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.-Pas engers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embarkiat such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

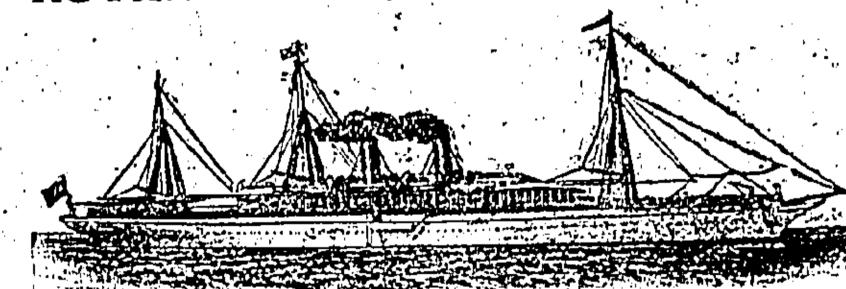
Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until ; P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value

is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY, Acting Agent.

Hongkong, 6th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL_MAIL_STEAMSHIP LINE.



PUNCTUALITY. SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 15th May. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 5th June. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of the Company's route capbrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINEN FAL

TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street. Hongkong, 24th April, 1901.

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OSTASIATISCHER FRACHTDAMPFER DIENST. (Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oportor LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK

SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS). PROPOSED SALLINGS FROM HONGKONG

SUBJECT TO ALTERATION.

	SUBJECT, TO PIEZERALLON		
STEAMERS.		SAILING DATES	
SUEVIA	HAVRE and HAMBURG.	21st May.	Freight
Wagner	(Calling at SINGAPORE). HAVRE and HAMBURG.		Tour wha
SEGOVIA	* (Calling at SINGAPORE and PENANG.)	31st May.	ricignu
	HAVER and HAMBURG.	foth June.	Freight.
Hempel	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

No. I Queen's Buildings.

Mails.

KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG,-SUBJECT TO ALTERATION ...

Colombo and Yokohama Friday, 10th May, at Maru Moon. Colombo and Yokohama Friday, 21th May, at Maru Moserta Maru Kobe and Yokohama Maru Kobe and Yokohama Tuesday, 21th May, at Mara Maru Kobe and Yokohama Tuesday, 21th May, at Mara Maru Kobe and Yokohama Friday, 21th May, at Mara Maru Kobe and Yokohama Friday, 24th May, at Mara Maru Kobe and Yokohama Friday, 24th May, at Mara Maru Naga Maru Sandaya Maru Maru Manila, Thursday Island, Friday, 24th May, at Manila, Thursday Island, Anila May, at Manila	STEAMERS.	DESTINATIONS.	SAILING DATES.	
INSHIU MARU* F. J. Horton WA MARU N. Trent MARSEILLES, LONDON & ANT- WERP, VIA SHARAPORE, PENANG, COLOMBO and FORT SAID MARSAMARU N. Tate N. Tate N. Tate IROSHIMA MARU S. Yoshizawa MARU S. Yoshizawa S. YOShizawa WICTORIA, B.C. and SEATTLE, U.S.A., VIA SHARGHAI, KOBE, MOJI AND SHARAHAMA MARU MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and FRIDAY, 17th May, at Noon. FRIDAY, 21th May, at Daylight. NAGASAKI, KOBE and YOKO- ITAMA NOON. SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, MANILA, THURSDAY ISLAND, TOWNSYLLE AND, BRISBANE SATURDAY, 11th May, at 4 P.M.	ITÁCHI MARU	KOBE and YOKOHAMA		at
MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID M. Yagi M. Yagi MOJI, KOBE and YOKOHAMA MOSETTA MARU NOON. N. Tate HAMA NOON. HAMA BOMBAY, VIA SINGAPORE and NOON. SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, MARILA, THURSDAY ISLAND, MARKEILLES, LONDON & ANT- Daylight. TUESDAY, 21st May, at NOON. FRIDAY, 24th May, at NOON. SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSYLLE and BRISBANE	INSHIU MARU*	U.S.A., via Shanghai, Kobe, Moji	•	at
M. Yagi M. Yagi J. B. MacMillan OSETTA MARU N. Tate IROSHIMA MARU S. Yoshizawa ASUGA MARU MANILA, THURSDAY SYDNEY and MELBOURNE, VIA MOJI, KOBE and YOKOHAMA Noon. FRIDAY, 24th May, at Noon. FRIDAY, 24th May, at Noon. SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, FRIDAY, 24th May, at Noon. FRIDAY, 24th May, at Noon. FRIDAY, 24th May, at Noon. SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	WA MARU	MARSEILLES, LONDON & ANT-	Daylight.	
AKASA MARU		MOJI, KOBE and YOKOHAMA	Noon.	
N. Tate N. Tate IROSHIMA MARU S. Yoshizawa ASUGA MARU MANILA, THURSDAY TOWNSULLE and BOKO- FRIDAY, 24th May, at Manila, Thursday ISLAND, FRIDAY, 24th May, at Manila, Thursday Island, Friday, 24th May, at Manila, Thursday Island, 4 P.M.	JAKASA MARUbA.A !	ROBE and YOKOMAMA	Daylight	
IROSHIMA MARU (BOMBAY, VIA SINGAPORE and) FRIDAY, 24th May, at S. Yoshizawa COLOMBO Noon. SYDNEY and MELBOURNE, VIA FRIDAY, 24th May, at MANILA, THURSDAY ISLAND, 4 P.M.	OSETTA MARU) HAMA	Noon.	at
ASUGA MARU SYDNEY and MELBOURNE, VIA FRIDAY, 24th May, at MANILA, THURSDAY ISLAND, 4 P.M.	ITROSHIMA MARU	BOMBAY, VIA SINGAPORE and	, MOOH.	
and the second s	ASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, 4 P.M.	•
* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the Inited States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and	* Through Passenger I	Fickers and Bills of Lading issued for	the Principal Cities in t	he

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

> A. S. MIHARA. Manager.

THE PENINSULAR AND ORIENTAL

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KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,

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HONGKONG TO LONDON £52.

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The Railroad travelling is second to none on

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TACOMA £35.

FIELDS. Frequent Sailings from VICTORIA,

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-Special rates allowed to members of Govern-

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Neither the CAPTAIN, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessel during her stay in

ADOLPH OBRIG, American ship, Amesbury.-

SEA WITCH, American ship, Howes.-Master.

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RESPONSIBLE FOR DEBTS.

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TACOMA to DYEA and ST. MICHAEL.

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NATIONAL PARK route.

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Hongkong, 6th May, toot.

Passengers to EUROPE may proceed by one

Captains.

COMPANY.

value of all Packages are required.

For further Particulars, apply to

Hongkong, 2nd May, 1901.

THE Steamship

Bills of Lading.

Steamers.

Hongkong, 6th May, 1901.

Atlantic Steamers:

TOYO KISEN KAISHA.

TO SAN FRANCISCO: VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. HONGKONG MARUY

(via Shanghai, Naga-Thursday, 16th May, saki, Kobe, Inland at Noon. -Sea, Yokohama and Honolulu) NIPPON MARU .(via)

Shanghai, Nagasaki, Tuesday, 11th June, Kobe, Inland Sea, Yokohama & Hono-

AMERICA MARU (via Shanghai, Nagasaki, Thursday, 4th July, Kobe, Inland Sea, Yokohama & Hono-

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking conveyed direct without transhipment. Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of. the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

Through Passage Tickets granted to England,

routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE. and other direct connecting Railways and from NORTHERN PACIFIC RAILWAY CO. Chicago to destination the choice of direct

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Tacoma 2,811 A. Dixon ... May 17

Missionaries, members of the Naval, Military, Victoria 3,502 J. Panton ... May 28 Diplomatic, and Civil Services, to European Braemar 3,601 W. Watt June 7 officials in the service of China and Japan, and Glenogle 3,750 W. Frakes... June 28 to Government officials and their families. Through Bills of Lading issued for trans- THE attention of Passengers is directed to portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities to the PACIFIC COAST and to the INTERIOR of the United States, via Overland Railway, to and EASTERN CITIES of the UNITED STATES Havana, Trinidad, and Demerara, and to ports and to EUROPE. in Mexico, Central and South America, by the Company's and connecting Steamers. rreight will be received on board until A Excellent accommodation. First-class Table.

P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the the American Continent; two trans-continental United States should be sent to the Company's trains daily from TACOMA. DINING CAR is Office in Sealed Envelopes, addressed to the attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Collector of Customs at San Francisco. For further information as to Passage and Magnificent Scenery of the ROCKY and Freight, apply to the Agency of the Company, CASCADE MOUNTAINS," The YELLOWSTONE

Queen's Building. GEORGE ECKLEY, Acting Agent. Trendrene 33rd April: ****

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG, ... SOAP MANUFACTURERSO SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

Sols Agents for FERGUSON'S SPECIAL CREAM: P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c. 1889 17 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

HATTIE C. SMITH, American schooner, Riley.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR		STEAMERS.	To Sail.
SHANGHAI		" WHAMPOA "	7th instant.
MANILA		" SUNGKIANG ''*	9th instant.
KOBE and YOKOHAMA	***************************************	" CHANGSHA !"*	toth instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

For Freight or Passage, apply to "BUTTERFIELD & SWIRE,

Hongkong, 3rd May, 1901

LIVERPOOL (DIREGIA A COMPANIA COMPANIA

COMPANY STEAMSHIP OUTWARDS.

HOWEWARDS TO SAIL. STEAMERS 'CALCHAS." 28th May.

(Taking Cargo at LONDON RATES). ["ULYSSES" 18th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 4th May, 1901. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW, VIA' SWATOW AND THE Company's Steamship

"ANPING MARU," above Port, on WEDNESDAY, the 8th May, at Daylight, For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Hongkong, 24th April, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship "CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the

above Ports, on THURSDAY, the 9th instant,

Captain C. T. Denny, R.N.R.; carrying His-For Freight or Passage, apply to Majesty's Mails, will be despatched from this for MARSEILLES and LONDON without DAVID SASSOON, SONS & Co.,

transhipment, on SATURDAY, the 11th instant, Hongkong, 4th May, 1901. at Noon, taking Passengers and Cargo for the EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED. All Cargo for Marseilles and London, will be

> FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS: LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &C.)

THE Steamship

Superintendent. Captain McArthur, will be despatched as above will be despatched for SAN DIEGO and SAN Is on THURSDAY, the 9th May, at 5 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions; Ice, &c., throughout the voyage. This Steamer is installed throughout with the

Electric-light. A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hongkong, 15th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship "AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 15th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 1st May, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargdat through Rates to the BRAZILS, to South Africa, Red Sea, Black Sea LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

STEAM FOR

'GISELA," Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M. For Information as to Passage and Freight,

apply to 🥕 SANDER, WIELER & Co., Agents. The best route to the KLONDYKE GOLD | . Hongkong, 24th April, 1991

> PORTLAND AND ASIATIC STEAMSHIE COMPANY.

Agents for and in connection with THE OREGAN RAILROAD AND NAVIGATION: COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "Knight Companion,"

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"KNIGHT COMPANION," will be despatched for PORTLAND (OR;) on WEDNESDAY, the 15th instant Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON,

General Agent, SHEWAN, TOMES & CO.

THE CHINA AND MANILA STEAM.

SHIP COMPANY, LIMITED. FOR MANILA THE Company's Steamship

Captain R. W. Almond, will be despatched as Captain S. Atsumi, will be despatched for the above TO-MORROW, the 7th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 4th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND

SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and Honolulu, The United States, &c. Carlisle City ... | | about ! | May 12

Belgian King. | 3,379 | about | June 10 THE Steamship.

"CARLISLE CITY," FRANCISCO, VIA MOJI, KOBE, YOKO --HAMA and HONOLULU, on or about the 12th May.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages: will be received at the OFFICE until the same time. All parcels should be marked to address

in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further Information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, China and Japan. Hangkong, 30th April, 1001

Untimations.

NOTICE. THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. C. HUMPHREYS & Co.,

Bank Buildings. Hongkong, oth March, 1807. AITSUL BUSSAN KAISHA

No. 6, Ice House Street. Praya Central. Head Office:-TOK10,

Branch Offices :-LONDON, NEW YORK, BOMBAY. SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

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Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spinning Mills.

Imperial Government Paper Mills. Onoda Coment Company.
MITSUI BUSSAN KAISHA.

M. FUJISE,

SONABLE PRICES. CLAVERING, Brit. str., T. Barket.—Dodwell & Brit. May, 1991 1992 4 1432 Hopekong, 22th December, 2809

Dupuis, R.

Dolfs, Capt. P.

ACTION AGAINST THE "RIO."

An action to recover \$62,000 from the Pacific. contract has been commenced in the United States District Court before Judge De Haven without a Jury by John J. English and 123 others. Riordan and Lande appeared for the plaintiffs, while the company was represented by J. E. Foulds. The plaintiffs allege that on September 27, 1900, they were employed by W. R. Grace & Co, to take care of a lot of hornes shipped to China for use of the German cavalry. They went over in the horse transports Nuremberg and Samea and had no complaint to make of that portion of the trip.

When the live stock was safely delivered at Nagasaki, however, and they were ready to return the trouble began. Their contracts called for return passage in the European steerage, and at Nagasaki they were furnished with tickets in accordance with the con-They took passage on the steamship City-of Rio de Janeiro-and-sailed from Nagasaki on November, 14th of the same year, but in place of the European steerage, they allege, they were quartered in the Asiatic steerage among Mongolians and Malays, to their great bodily discomfort and mental suffering. Protests were of no avail and they were furnished, they say, with illsmelling and worse tasting food, which rendered them ill and unfit for employment on reach-America. The detense of the transportation company was a denial that their quarters were in the Asiatic steerage, which, though located on the same deck, was separated from the European steerage by canvas bulkheads. The steerage steward of the Rio, whose testimony would have been of value, was lost when the steamship sunk on February 22nd, and the company depends on showing that the plaintiffs do not know one end of the vessel from another. So far, however, the witnesses among stockmen have testified that the berths they occupied were of a decidedly Oriental character, and marked with Chinese characters.

COREAN NEWS.

(via JAPANI)

TOKIO, April 25th. It is confidently reported that Mr. Hayashi, apanese Minister to Seoul, has not been re deived in audience by the Corean Emperor but the Japanese authorities state that even r. Hayashi has not been received in audience. bythe Emperor it will not affect outstanding quistions between the two countries. A Seoul destatch has been received here stating that Japanese Minister has lodged a demand for the construction of wireless telegraph stations and cables on the Gorean coasts, and the extension of the Seoul telegraph with the Corean Government. The demand has no relation whatever to the recent loan affair, instructions relative thereto having been given Mr. Hayashi some time ago.—Asahi.

TOKIO, April 25th, It was previously reported that the Russian marines in Bankumi, near Masampo-fifteen, in all, under command of an officer-would be withdrawn in deference to the rep esentation of the Japanese Government, but the latest ar rangement is that seven men shall stay there as police, it being understood that they are not carry weapons.—Mainichi.

THE FAR EAST IN PARLIAMENT

HONGKONG'S DEFENCES.

March 29th. In Committee of Supply to consider the Navy Estimates, Mr. Warner maintained that the defences of Hongkong were in a hopeless condition, and asked for particulars of the expenditure now proposed. Mr. Pretyman, in reply, said the question of the guns at Hongkong was one with which the War Office were solely concerned. Captain Morton said he hoped that now Russia had appeared in the China Sea the naval officers would be encouraged to learn. Russian as the officers of the Indian Army were. 🔛

LANGUAGES.

On the vote of £119,200 for establishments for military education, Captain Norton pointed out that only £550 was put down for promoting efficiency in languages. This was exactly the same sum as had been voted last year, and he regretted that the War Office had not seen fit to offer an increased incentive to our officers to study modern languages. Mr. Richards dwelt on the absurd inadequacy of this item of £550. He thought that non-commissioned officers should be taught French and German. A knowledge of Chinese might be useful to our officers. Mr. Balfour said he had considerable sympathy with the views expressed, and he had no doubt that it would be of advantage to both the naval and military services if there were more knowledge of foreign languages among the officers. It was rather hard to suggest Chinese as a useful accomplishment, and he had been informed by gentlemen familiar with Chinese trade that the common means of communication even among the Chinese themselves was by what was known as pidgin-English.

THE SIEGE OF TIENTSIN.

(April 2nd.) Mr. Yerburgh asked the Secretary of State for War whether the Government had in any way acknowledged the service rendered by Mr. James Watts, a British subject, who during the recent siege of Tientsin rode from there to Ta-ku, through a country swarming with Boxers, to convey information to Admiral Bruce as to the serious state of affairs then prevailing at Tientsin, and whether the German Government had decorated Mr. Watts.

Viscount Cranborne, who replied, said: His Majesty's Government have expressed to Mr. Watts their high appreciation of the gallant and distinguished service rendered by him to the European community at Tientsin during the siege, but he is unfortunately, not eligible by existing warrants for any British order or The German Emperor has signified his desire to confer a medal upon Mr. Watts. THE MANCHURIAN AGREEMENT.

Sir E. Ashmoad-Bartlett asked the Under-Secretary of State for Foreign Affairs whether he could now give the House any definite information as to the Russo-Chinese Agreement regarding Manchuria, and especially as to whether His: Majesty's Government was supporting the Chinese Government in their refusal to sign this agreement.

Viscount Cranborne: I am not able to add anything to that which I stated on March 20th

in regard to Manchuria, THE CHINESE CRISIS.

Sir E. Ashmead-Bartlett rose to call attention, to the position of affairs in China, and to move "That no settlement of the present crisis in China will be satisfactory to this House that does not completely exclude Russian military and political control from Manchuria." He impressed upon the Government that, if they failed to do their duty with regard to the present position of the Far East they would not be readily forgiven by the country. If the Government were willing to use Japan, as they soight, they had nothing to fear, and there was no danger of war, but he much feared that they hesitated to give the moral support to Japan in resisting Russian aggression which Japan ex- 5 p.m .- C. M. Co.'s steamer Perla leaves for Cook, L. F. pented from us. Unless the Government were

willing to give this, he was afraid the Japanese might be forced into alliance with Russia rather than with us. We must offer something Mail Steamship Company for alleged breach of | to, Japan, and we could offer them a protectorate over Korea. He also thought one of the first objects of our policy should be to encourage the party of reform in China. It was the aim of Russia to keep China as corrupt and rotten as possible in order that when the time came the country might the more readily fall within

> An ineffectual attempt was then made to count out the House, after which the hon. member resumed. He said now was the time for the Government to act in China. They might employ as courteous language towards Russia as they chose, but they must take up the question before it was too late, before Russia had got practical control of Manchuria. He

concluded by moving his resolution. Mr. 'arwood, in seconding the resolution, said he desired to call attention to one serious aspect of the matter so far as it affected Lancashire. China was the second largest customer Lancashire possessed in reward to cotton, and the people of Lancashire felt that if the agree ment were allowed to be concluded it would start a principle full of danger and threatening to their trade. They recognised the difficulty of the Chinese problem. In view of the attitude of Russia he thought we were justified in being anxious and watchful, and in taking some firm stand if occasion should necessitate.

Mr. Yerburgh said that if he would have been in order in proposing an amendment he would have preferred a motion simply in favour of the support of the Southern Viceroys. The Government had missed a golden opportunity in the centre of China before the troubles in China reached their climax. The Viceroy of Nanking offered to our Government the occupation of the forts of the Yangtsze. If they had accepted the offer it would have strengthened the Viceroys in the centre of China in their attitude of resistance to the evil influences at Peking. Another opportunity was lost afterwards when the negotiations were entered into between ourselves and the Court. The proper people through whom to have negotiated were these Viceroys in the centre of China, who were advocates of reform, and not Li Hung-chang and those acting with him. But there was one more opportunity before us. Lord Lans. downe had stated the other day that it was not our business to force reforms on China.. He knew of no one who would venture to suggest that, but there were those who suggested that resorm might be offered to China. He denied that the Boxer movement was a national one; it was a movement engineered by the Manchu party; but there was a national movement in China to-day against what was believed to be the aggressive action of Russia in the north. There was also remarkable evidence that there was a strong party among the Chinese people in favour of reforms, and the Government of this country should make it an integral part of a settlement that the great Viceroys, in the Yangtsze province should be allowed to carry out those reforms for which they had memorialised the Throne. This would strengthen these reforming Viceroys and give new life to

Sir J. Colomb opposed the motion as one that could not possibly be accepted. In its terms it was vague, and no definition was attempted of the very vague geographical expression Manchuria. We traced the history of the Russian advance to the Pacific, including the defence at the time of the Crimean War-at Petropolowski. - Could the House then exclude Russia from Manchuria, and was not the polic of the resolution absolutely impossible? A we could do was to see that Russian power was not used in a way adverse to the interes of all the Powers and to their commerce. Th hon, member was still speaking at mid-nigh when the debate stood adjourned.-L. & Express.

NOTANDA CALENDAR. Meteorological means based on ten years' observations to 1893. Baroineter29.867 Humidity84.0

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ANNIVERSARIES. 1874-Attack on Mr. Wood at the British Legation, Tokio. 1882-Phoenix Park murders.

1892-Paking-Fushun collision in the Yangtze. | claimed at the Post Office :-1897-Pharsala captured by the Turks. 1899-Mr. Miers fatally injured while alongside U.S.S. Charleston.

TO-MORROW. Tuesday, 7th May, 1901. Chinese-10th of 3rd moon of 27th year Kwang-sü. Sun-Rises 5hr. 25min. Seis 6hs. 27min. Moon-Max Dec. S. 3hr. a.m. High water-Morning Johr. 7min. Afternoon ohr. omin. Low water-Morning 3hr. 50min, Afternoon 5hr. 50min.

ANNIVERSARIES. 1842-Earthquake at St. Domingo ; 10,000 lives 1847—Earl of Rosebery born,

1868-Lord Brougham died-1875-Japan gave the southern half of Saghalien to Russia in exchange for the Kurile Isles. 1891-Governor Sir Wm, des Væux Mit for

1892-Arrival of the Hongkong Regiment. 1807-Macao declared a free port. 1898-Mr. Lindsay S. Crawford died of plague, 1899-France makes a demand of Tis 1,200,000 for the arrest of Father Fleury.

9 p.m.—The Brough Company at the Theatre Cargo ex Casherine Appar subject to rent.

TO-MORROW. 😘 Noon-O. & O. Co.'s steamer Gaelle leaves for Honolula via Shanghai, etc.

WEDNESDAY, Sth. Daylight-D: & Co.'s steamer Halloong leaves for Coast Ports: 6.30 p.m.—Regular Meeting United Service Lodge No. 1341 E.C. Cargo ex Glengarry subject to rent.

p.m.-D. S. S. & Co.'s steamer Catherina Apcar leaves for Indian Ports. 5 p.m.—E. & A. Co.'s steamer Guthrie leaves for Australian Ports. Cargo ex Japan subject to rent.

THURSDAY, oth.

Cargo ex Gaelic subject to rent.

SATURDAY 11th. Noon-P. & O. steamer Ballagrat with Mails etc. leaves for Europe:

Daylight-O. S. K. steamer Akashi Maru leaves for Coast Ports,

WEDNESDAY, 15th. ...

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:-

SHIPPING GAZETTE:

May 3rd. Mr. Dixon, chief officer of the s.s. Hankow, has taken command of the s.s. Saimun, on the Canton Wuchow run. Captain Lossius, of the s.s. Nanning, takes command of the Fatshan, on the Hongkong- Gomes, J.

Captain Dick, of the s.s. Fatshan, goes home.

SHIPPING AND MAIL NEWS.

MAILS DUE. Canadian (Empress of Japan) to-morrow. American (Hongkong Maru) to-morrow. Tacoma (Victoria) 9th instant. Tacoma (Tacoma) 9th instant. English (Bengal) 10th instant. German (Hamburg) 14th instant. American (China) 15th instant. 'American (Doric) 23rd instant.

The T. K. K. steamer Hongkong Maru with Mails, &c. left Shanghai for this port on Saturday, the 4th inst., at 10 p.m.

The Canadian Pacific Railway Co.'s R.M.S Empress of India, left Yokohama for Vancouver on Friday p.m., the 3rd inst.

The P. & O. S. N. Co.'s steamer Bengal, left Singapore for this port yesterday, the 5th inst., at noon with the Outward English Mails, and is due here on Friday, the noth inst., at about 6

The Canadian Pacific Railway Co.'s R.M.S Empress of Japan arrived at Shanghai at midnight on Friday, the 3rd inst., and left again at 9 p.m., on Saturday, the 4th inst for Hongkong where she is due to arrive at 9 a.m., on Tuesday,

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Largo Bay Aberdeen .. PASSED THE CANAL. Outward-16th April-Machaon, Achilles India, Adriatico, Deucalion, Easingwold, Ville. d'Alger. 19th April-Bengloe, Banca, Nurnberg. 23rd April-Annam, Hamburg, Benmohr. 26th April-Wakasa Maru, Coulsdon. 30th April-Prometheus, Strassburg, Auchenarden, Drago. man, Heathburn. , 3rd May-Ernest Simons, Glenlocky, Java, Maria Valerie, Laisand, Maria, Lindenesall, Redcross. ...

Homeward-9th April-26th April-Stutt. part. 3rd May-Stentor. Arrivals at Home—ist May - Adriatic, Bingo Maru, Patroclus. Ath May-Juteopolis, Moravia, Pathan.

UNULAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

London, H. J. Agan, D. Arias, D. Lyall, R. Arthur, T. Laglaire. L. Auger Bishop Van Liesa, Miss Armistead, Miss A. J. Loher, A Martin, Miss E. G. O. Brokenshire, F. Beal, Gunner J. Martin, T. Brown L Minchin, D. J. Moothouse, J. Beylis, M. Bannerman. McIntosh. Burson, Chas. Moore, Bishop Bent. G. Merry, Mrs. D. J. Bryan, M. R. Menasché, L. Bergerowski, C. Moore, J. W. Bernedo, J. G. G. Murphy, Mrs. F. Moore, H. Marcus, T. R. Buhning, N. .. McGregor, A. Bidal, A. H. Bastchersky, M. de Murer, F. S. Bnll, G. D. Maxwell, Liout. D. H. Barton, A. L. L. Myer, J. D. Cohen, A. S. Mattacen, J. P. Cream, Mendell, G. D. Chambers, Capt Murphy, Mrs. A. Nash, F. Callsen, F. W. Candler, W. Chading, Brothers & Neilson, E. O'Beirne, T. Carpenter, F. G. Osawa, Miss Child, H. E. A. Palmer, J. 🛷 Chapman, W. Partridge, Dr. L. S. Cartlidge, J. Phillips, C. F.

Pereira, Miss S.

Parter, A. M. J.

Poernedo, J. G.

Patterson, J. H.

Pitcher, A. J.

Peterson, J.

Paulsen, T.

Pillopy, J. B.

Pastowsky :

Cowte, E. H.

Cox, A. A.

Callesen, Capt: V.

Carbock, Capt. Van

Rosa and Lilly Duwel, Mrs. A. J. T. Ross Drake, Mrs. F. J. Riel, G. Davis, S. Reutens, J. W. Drewes, Capt. H. Dannenberg, Miss E, Rippin, J. Darlington, H. Rehemoobhoy, H. Dautkewich, P. Rivingston, C. F. Dodge, V. A. Rose, R. Dunbar, T. E. Ramos, A. Dipple, Mrs. Rowand, A. G. Dewey, W. R. Read, Miss M. B. Elia, Ĵ. Rushy, C. B. Eckert, W. Roberts Etienne, C. Rennic, F. Etzel, L. L. Riegen, Capt. A. Elkins, S. B. Read, Miss Reid, Capt. T. Evans, A. M. A. Edmunds, H. W. S. Robertsi Mrs. 1."---Egrijas, A. Rowington, C. F. Freeling, Lady Ruicevich, E. Fernandez, V. D. Ramsome, Miss 1. Frieburg, S. S.' Samborn, F. G. Fobris, G. Sheppard, P. A. Fasgen, P. M. Stewart, J. E. Sheller, W. -- 3 Grant, W. Stewart, A. H. Sylrester, F. W. Greenwood, Miss E. B. Scaulan. 1 Gyr, H. W. Solomon, Major L. L. Glendinning, R Shannon, Miss Goodwin, L. Schlichting, Mrs. Georgeson: 1 Smith, W. A. Grant, J. K. Saaid, I. Guttierez, L. Spieler, I Grunstein, B. Stewart, Messrs. J. & G. Silverthorne, A. Sanderson, A. O. D. Greenwood, T. Green, Mrs. G. Sicon, E. Garratt, S. Stephen, A. . Grimes, J. B. Starr, Miss E. Steel, Esq. Gordon, J. A. Harkens, J. Shrewsbury, R. W. Herbinville, L. D. Stephens, G. Honey, B. Hardy, R. J. Sawada, Miss Hachez, C. W. Sare, Miss G. Hoag, P. V. Schuh, S. H. K. Amateur Photo Townsend, A. M. Thompson, P. H. W. Hinderkoper. J. Turney, A. II. Hooley, P. F. G. Thom, Capt. J. Havermeyer, F. C. Tomyikkin Torre, T. Talbot, B. W. Thornburgh Mrs. R. M. Takenowchi, Miss H.

Tauchner, Mrs. M.

Westcote, Mrs. H.

Worthington, C.

Wheate, W. E.

Woodley, W.

Waison, J.

Watson, Dr.

Wallace, F.

White, S,

Walker

Watson, H. G.

Webster, D. W.

Wright, Capt. W.

Wegener, Dr. G.

Paisis, G.

Pintkowsky

Huby, G. Harrison, Mrs. P. Hamilton, Mrs. H. Hallard, F. J. Hoashi, S. Harrison, R. leacock, A. Hay, Rev. N. E. Ingold, F. Jones, c/o Councel. iohnson, J. Johnson, C. E. · Wilds, M. Jeffries, Rev. M. Jossiano, S, Jor, A. (Sailor) Jenkins, C. M. Kirkpatrick, M. C. Kinn, C. H. Kelper, G. Kotewell, R. H. Karmantz, S, Kirk, R. Kelton, W. Kuhn, F.

Westrop, Miss Wilkins, Mrs. Walkeford, E. Werthman, L. Weedon, G. Weber. Dr. E. Kneuzle and Streiff Welch, J Kierulff, P. Will, W. N. Kukman, G. W. Wake, G. E. Knapp, Jr., W. Whuinerah, T. C. Walker, J. D. Liberge, C. Winckler, A. Leon, C. de Whekler, I. Losada, Dr. Woods & Co. Lawlor, F. B. S. Young, W. R. Lanuze, J. 🗻 Yerex, I. A.

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Pederson, C,

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Ross, C. H.

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Shores, D. M.

Studen, J. T.

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West, Mrs. M.

Yonsen, Mrs.

Yersin, E.

Rublee, Hon. Wm. A.

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Simons & Co., J. R.

Takenonchi, Miss

Uttu Singh, I.P.C. 774

Vemura, G., Hongkong,

to Kawamoto, (Mani-

Van-Ness, Miss E. C. (2)

Vesseoy, Mrs. L.

Stickermann, G.

Roberts, J.

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Khan, Morris, Capt. R., R.A. Burkeh Alli 1.P.C. 856 Bergmann, B. & R. Brimble, Capt. A. Mohamed Deen, I.P.C. Brough, R. Bortolo, B. Bobal Singh MacVeagh, E. Brough, Mrs. R. Clarkson, G.

Marle, Hugo Chunda Singh, I.P.C. Munga Khan I.P.C. Clarke, J. Nogueira, M. Darnelli, Miss F. Nawab Khan, I.P.C. 637 Delhi, N. M. Khan N. C. 111. Dean Singh, I.P.C. Ota (Manila), to Omuh

Fox, F. Obaten, Madame Fatmales (Bombay) Felicie, Blaz Prizis, E. Fosuisane, A. Ferreira, F. X. P. Preston, B. Frampion, Mrs. (3) Potts, R. H. Fairis, G, (Singapore). Ram Dhor Singh Gahor Khan Gewanal Singh, I.P.C. Ramiali Roselet, J.

Garcia, R. Gulah Khan, I.P.C. Gunda Singh Hand, H. J. (Manila), Constancio Smith Harry Vic. Eng. Said Mohamed

School, Hongkong, Schlichting, Mrs. (1 pcl.) Harwood, Thomas Shi Pui Ting, (Cosmo-Hasham Alli, I.P.C. Hilton, St. John. Hazar Khan, I.P.C. 616 Sammel & Co. Hesz, Miss O.

Hodge, Ed. G. Port. Strickey, J. E. land (Maine), Ro-Hakan Singh, I.P.C. Hall, J. L. Harrison, R. Hall, Capt, F.

Hozshi, B. Haynes, J. Jawalla Singh, I.P.C. Johnson, C. E. Iandoo 🗀

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" Belgian King ... Abernothey. " China.......Mr. Cooper. " Dencalion M. J. Garbutt. " Etunia Luyken ... Capt. Wallis. ... HailanA. Anderson. " IdomensusT. Connollys. n Manuel Laguna, E. Nielson. n Monmouthshire "Capt. J. Kennedy. S.S. Monmouthshire .. W. Cropley. RadleyJohn Mann. U.S.H.S Relief Chas, McFeely. Relief J. H. McNeil. Relief J. H. Miller. Relief.....P. Schneider. S.S. Saint Jerome ... Capt. A. Jones. S.S. Shantungntiles.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong. Birdlime. Chingtai. Strantzen. Cheong Seng Loong. Sunsanyuen.

Taichuen. Dellagruz, Gee (Major) Teiching. Gillingham. Thanghai. Kamcheong. Konguplong. Turgens. Kongyuchong. Lapraik? Lichuenshang. Matthew, Joseph. Moody.

Tychongsoon. Watanabe. Yccon. Ying Tie Hinglung. 0208 (Swee Kee Chan). 0651, 4637 (Nam Hing) Quanoniong. 5940, (Kwong Yu Yun) Quanonsung. Sham. 6651, 3031, (Nam Wan) 0208, (Swee Keecham)

Siongshoochan. Steamer. Wineland. F. VOY DER PFORDTEN,

Manager in China. Hongkong Station, 4th May, 1901. Intimations.

NEW-GOODS. -PLENTŸ HAND.

Beaconsfield Opposite the City Had. Hongkong, 30th April, 1900.

A: FINE Consigment of FRENCH PRE-SERVES of a well known make. Quality will speak for itself. H. RUTTONJEE, s. D'Aguilar Street and

22 & 23. Elgin Road, Kowloon,

JUST OPENED.

NOTICE OF REMOVAL.

Hongkong, 16th April, 1901.

BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET. H. RUTTONJEE,

5, D'Aguilar Street. Hongkong, 27th April, 1990.

CHS. J. GAUPP & CO., THRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition;

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BILIOUS AND NERVOUS DISORDERS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER.

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TS now in a position, in his New and Con-I modious Premises, to eclipse, as heretofore, 'ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

SUI SANG,

(Lately Practising with Dr. I. SAKATA); DENTIST, No. 4, Queen's Road Central. Hongkong, 3rd January, rong

SURGEON DENTIST. No. 14, D'AGUILAR STREET. TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1808.

DENTISTRY. A MERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. SO, QUEEN'S ROAD CENTRAL Hongkong, and January, 1901.

Consignees.

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills. of Lading.

Goods remaining unclaimed after the 8th instant, will be subject to rent. No Fire Insurance has been effected.

GEORGE ECKLEY, Hongkong, 1st May, 1001.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM NEW YORK. THE Steamship

having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark,

Goods are landed. Goods not cleared by the 8th instant, will be subject to rent.

and delivery can be obtained as soon as the

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW. Hongkong, and Mny, 1901. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby infermed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 9th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a ceitificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

Superintenderit Hongkong, 3rd May, 1001, NOTICE TO CONSTENEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

at once.

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed

Cargo remaining on board after the 6th instant, at 2 P.M., will be landed at Consignees risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.,

Hongkong, 3rd May, 1901. FROM HAMBURG, AMSTERDAM, PENANG AND SINGAPORE.

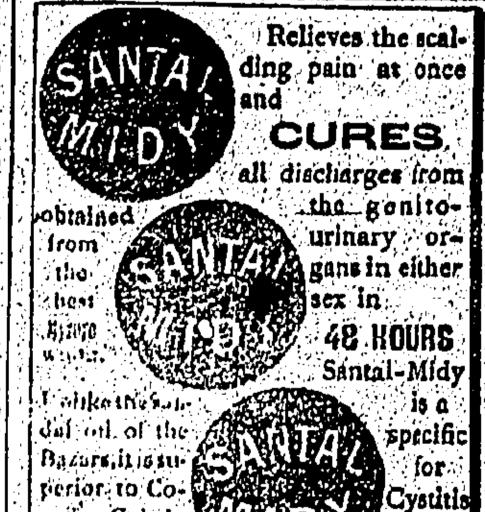
THE H.A.L. Steamship

Captain Duckstein, having arrived from the above Ports, Consignees of Cargo are hereby. requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO DAY. Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkons and Kowloon Wharf and Godown Co., Limited. and stored at Consignees' risk and expense. No Claims will be admitted after the Goods. have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 11th, instant, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE. Hongkong Office. Hongkong, 4th May, 1901.



or injections,

and causes no inconveniences. Doward of imitations 2. 1 Bach Ilny Capsule (NDY)

B. BUE VIVIENNE. PARIS

	LATEST		
Comp		Paid up	Latest
Comp	·	Capital.	Latest quotation.
Hongkong hai Ban poration	& Shang king Cor	-	[buye 390 % premiu
The Bank & Japan, (Preferen	of China Limited	i.	Nominal
. The Bank	of China Limited	1	,
. The Bank	of China Limited		£5.5 buyers
National China, Lo	Bank of	₹ 8	\$27 buyers \$15 sellers
Union Ins. Canton, I	Marine Society of	Insurance	\$320 buyers
China Tra Co., Ld North Chin	ders ^T lns.	\$ 25	
Ld	******	£ 25	Tls. 182} \$125 ex div.
Canton Ins. Straits Ins.	Co., Ld	\$ 50	\$170 buyers \$1
Hongkong Co., Ld China Fire	Fire Ins.	\$ 50	\$360 buyers
Ld Hongkong,	Sh	\$ 20 ipping.	\$871 buyers
Macao	Steamboat ted	8 15	\$35 sales
	n Co., Ld. nilaS.S. \	· £ 10.	\$135 sales \$67\ sales \$54
Douglas Co., Ld China Mut	Steamship	i	\$53 sales
Co., Ld.— China Muta Co., Ld.—	-(Pref.)` sal S. N.		£12 buyers £12 buyers
China Mut Co., Ld.—	ual S. N. -(O'ary)	4.	£7 buyers \$241 buyers
Star Ferry (ansport &	\$ 24	591 huyers
Trading C	Refl	neries.	£3 sellers
Co., Ld Luzon Suga Co., Ld		\$100	\$135 \$39 sellers
Punjom Mi	ning Co.,	\$ 8	\$61 buyers
Punjom Mi ference Si Société Fra	hares nçaise des	\$ 1	\$1.20 sales
Tonkin Queen Mine	es, Ld	1 cs. 250 25 cts.	\$300 sellers 8 cent, sellers
Jelobu Mir Trading C Raub A'lis	Co., Ld an Gold	\$ 5	\$5.20 buyers
Mining C Oliver F Mines, Le	rechold	175, 10d. 3 '5	\$33} sellers . \$2]
	reehold l. B s, Wharv	\$ 5	Sig buyers odowns.
Hongkong é poa Dock Hongkong	& Wham- Co., Ld.	\$ 50	\$310 sellers
loon Wha down Co., Wanchai W	iff & Go- Ld	\$ 50	\$101 sellers
New Amoy.	Co., Ld Dock Co.,	\$ 37\$	\$63 sales \$22‡ buyers
	is, Hotels lent Loan;	and Bui	ildings. 59.15 buyers
Hongkong vestment Co., Ld	Land In-; & Agency		B199 buyers
Kowloon L Building West Point	and and Co., Ld	\$ 30	
Co., Ld H'kong Hote Oriente Hote	l Co., Ld.	\$ 50	8531 buyers - 8128 buyers - 880 sellers
Humphrey's Finance C	Estate & o., Ld		
Hongkon Spinning, & Dycing	g Cotton Weaving		271
Ewo Cotton & W. Co., Internations	Spinning Ld,	Tls. 100	Tis. 46
M'fg. Co., Laou-kung-i ton Spir	Ld now Cot-	Tls. 100	Tls. 45
Weaving (Soy Chee Co ning Co.,	Co., Ld tton Spin-		
YahloongCo ning Co.,	tton Spin- Ld		Fls. 45.
Alhambra, L La Comercia	imited	\$500 (2 \$500 (2	100 % p. buyers
La Favorita Green Island	TITECO	TBII GOITE"	oar buyers 100 % p. buyers
Co., Ld China-Borne A. S. Watso	oCo., Ld	\$ 10	304 buyers
Limited Watkins, Lin Hongkong	mited	\$ 10 \$ 10	17 sales 10 sellers
Co., Limit	ed Electric		512 buyers
Co., Limit Hongkong a Gas Co., I	nd China d		66f buyers 6135 buyers
Hongkong I nufacturin Geo. Fenwic	g Co., Ld.	\$ 50	
Ld H'kong Ice H'kong Hi	gh - Level	3 25	555 sellers B173 buyers
Dairy Farm Hongkong	Co., Ld. Co., Ld. and China		\$225 buyers 7 buyers
Bakery Co Campbell, M Co., Ld	o., Ld loore and	5 10	350 sales 320
Bell's Asbes ern Agend United A	tos East- y, Ld sbestos	£	BI buyers
Oriental A Carmichael Tebrau Plan	g'cy, Ld & Co., Ld.	\$ 20	
Ld Universal Co., Ld			53 seliers \$20 seles
H.K. Steam boat Co., China Light	La]	,	57
Co., Ld Robinson P	iano , Co.,	\$ 20 \$ 50	
	Benjar		EV & POTTS,
ا الله الله الم <u>امل</u> ة في المناوية		11.00	L_11

The Share Market.

Bonnet, Mr. F.	Kingsley, Mr. FJ. Kirkman, Mrs. & sor
Brandreth, R.N., Lt. & Mrs.	Kirkwood, Mr. J. Kleimenow, Mr. S.
Brocks, Major & Mrs.	. Lepayn, Mr. F. N. Littledale, R.E., Maj
Brough, Mr. and Mrs. Bruce, Capt. and Mrs.	R. P. Loher, Mr. A.
Burnie, Mr. C. M. G. Busustow, Mr.	Long, Mr. & Mrs. D. I Lowrey, Mr. J. S.
Cameron, Capt. Cameron, Mr. D. F.	Macfadyen, Dr. J. Mattock, Mr. S. C.
	Maxwell, Mr. McAustan, Mr.
Culver, Mr. and Mrs. W. S.	
Davis, Mrs. W. & child Denroche, Mr. P. C.	McLellan, Mrs. ar
Derrick, Mr. E. H.	Millan, Mr. J. C.
Dick, Mr. J. Discombe, Mr. G. M.	Mills, Col. S. C. Mudge, Mr. Geo.
Doak, Mr. F. G. Dorehill, R.A., Major	Ogden, Mr. J. S. Okolovitch, Mr. B.
Durmmond, Mr. Duff, Mr. W. S.	Oliver, Mr. Q. Orr, Mr. R.
Dyson, Capt. P. S. Emmanuel, Mr.	Orr, Capt. S. G. Parfitt, Mr. W.
Evans, Mr. N. G. Ferguson, Mr. J. C.	Pearse, Mr. R. W. Reich, Mr. A. H.
Gibson, Mr. and Mrs. Kennedy	
Girmes, Mr. J, Glover, Mr. C.	Rocher, Mr. E.
Goddard, Capt.	Soutar, Mr. D. Stevens, Mr. H. Goyr
Gorham, Mr. G. H. Grant, Mr.	Stewart, Mr. E. H. Stuart, Mr. D. V.
Grant, Mr. John Girmes, Mr. T.	Taylor, Mr. D. G. Tibbey, Mr. H. M.
Guggin, Mr. G. Hardouni, Mr. C.	Tiblaine, Mr. Tongerat, Mr. & Mrs.
Harold, Mr. W.	Victor, Mr. Lislie Wakeman, Mr. G. H.
Hommond, Miss Howard, Mr. Thos.	Walsh, Mr. A. J. Watts, Mr. and Mr.
Howkins, Mr. & Mrs.	Frank W.
Huke, Mr. and Mrs.	
A. N. Irving, Mr. E. N.	' Bagnall Williams, Mr. & Mr
Jackson, Mrs. J. B. and child	and child Yerex, Mr. F. H.
Jacott, Mr. F.	
	ESIDENTS AT THE HOTEL.
Beattie, Mr. James	Hartwell, Dr. Enger
Benjamin, Mr. S. S. Bonnar, Mr. J. W. C.	Howe Hays, Mr. J.
Brayne, Mr. H. F. R. Brown, Colonel F.	Hughes, Col. G. A.
Brusse, Mr. G.	Irwine, Mr. E. H. Lang, Dr. K.
Carrington, Sir John,	
C.M.G. Carrington, Miss	Martin, Mr. R. Miller, Mr and Mrs.
Collard, Col. A. W. Crookenden, Col.	Newall, Mr. Stuart G O'Gorman, Col. The
Dann, Mr. G. H.	O'Gorman, Madam
Drion, Mr. F.	Oppenheim, Mr. J.
Ezekiel, Mr. J. S.	Oppenheim, Mr. J. Pollock, Mr. H. E. Prynne Capt. R.A.M.C
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew	Pollock, Mr. H. E. Prynne, Capt., R.A.M.C Prynne, Mrs.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W.	Pollock, Mr. H. E., Prynne, Capt., R.A.M.C Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M.	Pollock, Mr. H. E., Prynne, Capt., R.A.M.C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W.,	Pollock, Mr. H. E., Prynne, Capt., R.A.M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs.	Pollock, Mr. H. E., Prynne, Capt., R.A. M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A.	Pollock, Mr. H. E. Prynne, Capt., R.A. M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs.	Pollock, Mr. H. E., Prynne, Capt., R.A. M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. CRAIGI Anderson, Mr. Jas.	Pollock, Mr. H. E., Prynne, Capt., R.A.M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson H. Matheson	Pollock, Mr. H. E., Prynne, Capt., R.A.M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs.
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H.	Pollock, Mr. H. E., Prynne, Capt., R.A.M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul
Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. CRAIGI Anderson, Mr. Jas. Brown, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI	Pollock, Mr. H. E. Prynne, Capt., R.A. M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul
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Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C.	Pollock, Mr. H. E., Prynne, Capt., R.A.M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I. EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt.
Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. CRAIGI Anderson, Mr. Jas. Brown, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G.	Pollock, Mr. H. E. Prynne, Capt., R.A. M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN: Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt.
Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. URAIGI Anderson, Mr. Jas. Brown, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr.	Pollock, Mr. H. E. Prynne, Capt., R.A. M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I. EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. ANGE. Hongkong, 6th May.
Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOL Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. EXCH.	Pollock, Mr. H. E. Prynne, Capt., R.A.M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. ANGE. Hongkong, 6th May. hic Transfer
Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOL Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. EXCH. ON LONDON, Telegraph Bank Bills Credits, 4 r	Pollock, Mr. H. E. Prynne, Capt., R.A.M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Lt. Col. J. I. EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul V HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. ANGE. Hongkong, 6th May. hic Transfer
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. EXCH. ON LONDON, Telegraph Bank Bills Credits, 4 in D'ments, 4 ON BERLIN, (demand)	Pollock, Mr. H. E. Prynne, Capt., R.A.M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stokes, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul V HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. ANGE. Hongkong, 6th May. hic Transfer J. J
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. ON LONDON, Telegraph Bank Bills Credits, 4 in D'ments, 4 ON BERLIN, (demand) ON PARIS, Bank Bills, Credits, 4-in Credits	Pollock, Mr. H. E. Prynne, Capt., R.A.M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul V HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. ANGE. Hongkong, 6th May. hic Transfer Jii on demand. Jii 11/16 nonths' sight 2.01 on demand. 2.48 months' sight 3.201
Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. ON LONDON, Telegraph Bank Bills Credits, 4 in D'ments, 4 ON BERLIN, (demand) ON PARIS, Bank Bills, Credits, 4-in ON NEW YORK, Bank Credits, 3-in	Pollock, Mr. H. E. Prynne, Capt., R.A.M. O Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul V HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. Hongkong, 6th May. hic Transfer Jil Jon demand Jil 11/11 nonths' sight Jon demand Jon M.2.01 on demand J. 2/0
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. ON LONDON, Telegraph Bank Bills Credits, 4 r D'ments, 4 On Berlin, (demand) On Paris, Bank Bills, Credits, 4-r On New York, Bank Credits, 30 On Bombay, Telegraph On demand	Pollock, Mr. H. E. Prynne, Capt., R.A.M. C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I. EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul VHOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. ANGE. Hongkong, 6th May. hic Transfer
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOON Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. ON LONDON, Telegraph Bank Bills, Credits, 4 in D'ments, 4 ON BEREIN, (demand) ON PARIS, Bank Bills, Credits, 4-in ON NEW YORK, Bank Credits, 30 ON BOMBAY, Telegraph On demand ON SHANGHAI, Telegraph On SHANGHAI, Telegraph On demand	Pollock, Mr. H. E. Prynne, Capt., R.A.M.C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stolies, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. I. EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. ANGE. Hongkong, 6th May. hic Transfer Jil on demand J/11 11/11 nonths' sight months' sight M.2/o on demand
Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Geary, Sir William Nevill. M. Graham, Mr. D. M. Griffin, Major W. W., R.A. Harston, Dr. and Mrs. G. M. Gumpert, Mr. and Mrs. G. M. Gumpert, Mr. and Mrs. H. Matheson Canton, Staff-Surg. H. KOWLOOI Downs, Mrs. Lottie Hoashi, Mr. S. Leary, Lieut. C. Lewis, Mr. and Mrs. E. G. Lovell, Mr. Credits, 4 Tolments, 4 ON BERLIN, (demand) ON PARIS, Bank Bills, Credits, 4-1 ON NEW YORK, Bank Credits, 30 ON BOMBAY, Telegraph On demand ON SHANGHAI, Telegraph On demand	Pollock, Mr. H. E. Prynne, Capt., R.A.M.C. Prynne, Mrs. Qustinoff, Mr. M. Rouse, Mr. A. B. Shellim, Mr. Edward Sinclair, Mr. A. Squier, Capt. Geo. O. Stokes, Mr. A. G. Tomlin, Mr. G. L. Welgress, Mr. H. J. Wheeler, Mr. H. B. Wheeler, LtCol. J. I. EBURN. Canton, Mrs. Pye, Mr. E. Burns Volpicelli, Consul V HOTEL. Masloersky, Mr. W. von McIntyer, Mr. Munro, Capt. Noble, Miss Grace Wishud, Mr. & Mrs. H Wittmuss, Capt. Hongkong, 6th May. hic Transfer Jill Jonoths' sight Jonoths' si

VISITORS AT THE HONGKONG.

HOTEL:

Bell, Mr. and Mrs. O. Kione, Mr. and Mrs. F.

James, Mr. E. D.

Jercovitch, Mr. V.

Katsch, Mr. E. A.

Kinch, Mrs. R. B. C.

Kenneth, Mr.

Andrew, Mr. S. A.

Bailey, Mr. W. S.

Beringer, Mr. F. J. G.

ward Gold Leaf 100 touch, per tael52.00 OPIUM QUOTATIONS Hongkong, 6th. May. New Benares......972 Old Benares......965 per pigul. Old Malwa :.....830

Persian, paper tiedBro VESSELS IN PORT.

Steamers. ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April,-Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.— C. P. R. Co. BENLEDI, British str., 1,483, David Clark, 3rd May,-Otata 25th April, Coal.-Hughes &

Hough. BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April, -- Manila 11th April,

Cable.—Government. CATHERINE APCAR, British steamer, 1,730, J. G. Olifont, 3rd May,-Calcutta 13th April, Penang and Singapore 27th, General.

David Sassoon, Sons & Co. CHARLES ROGIER, Belgian steamer, 1,291, C. Heriurth, 4th April,-Saigon 9th April, Rice.—Dodwell & Co., Ld. CIMBRIA, Danish steamer, 1,855, C. F. Hansen, 4th May, Moji 27th April, Coal. Melchers & Co.

CLAVERING, British steamer, 2,255, J. Barker, 30th Mar, - from Port Natal, Ballast, --Dodwell & Co., Ld. EMMA LUYKEN, German steamer, 1,776 Schall, 4th May,-Saigon 3oth April, General.—E. A. Trading Co.

Telegraph Address-"Righto."

Telaphone No 148

GAELIC, British steamer, 2,691, Wm. Finch, R.N.R., 30th April,—San Francisco 30th Mar., Honolulu 6th April, Yokohama 21st, Kobe 22nd, Nagasaki 25th, and Shanghai 27th, Mails and General.-O, & O. S. S.

Atkinson, Mrs. & Miss Jo. ep i, Mr. & Mrs. E. S. GERMANIA, German steamer, 1,713, A. Bendixen, 4th May, -Salgon 20th April, Rice. —Jebsen & Co√ GLENGARRY, British steamer, 1,925, Stevenson, and May,-Manila 29th April, General,-King, Maj. H. S., R.E.

Macgregor Bros. & Gow. GLENGYLE, British steamer, 2,244, Temperley Darke, R.N.R., 3rd May,—Saigon 30th April, Rice.-McGregor Bros. & Gow. HAILOONG, British steamer, 783, H. Bathurst, 4th May,-Haiphong via Pakhoi and Hoi-

D. M. HANGCHOW, British steamer, 999, J. Pearce, aist Mar ... Shanghai 18th Mar ... General. -Butterfield & Swire. HONGKONG, French steamer, 735, Pannier, 20th April,-Haiphong and Hoihow 19th

April, General.—A. R. Marty. JAPAN, British steamer, 2,795, C. C. Talbot, ard May,-London 23rd Mar., Malta 3rd April, Port Said 7th, Penang 25th, and Singapore 28th, General.—P. & O. S. N.

KINSHIU MARU, Japanese steamer, 2,389, F. Hoton, and May,-Moji 28th April, General.—Nippon Yusen Kaisha. MACHEW, German steamer, 995, J. E. Farrell, 1st May,-Bangkok 23rd April, Rice.-

Melchers & Co. MEADE, American transport, 5,526, G. W. Wilson, 26th April, - Manila 23rd April. MONGKUT, German steamer, 875, C. Müller, 30th April,-Bangkok 24th April, Rice and Wood.—Melchers & Co.

MUREX, British steamer, 2,329, Halliday, 19th April,-Moji 13th April, Coal.-Arnhold, Karberg & Co. NANCHANG, British steamer, 1,062, Finlayson, 24th April,—Saigon 20th April, Rice and General.-Butterfield & Swire. PENARTH, British transport, 1,959, W. H. West,

27th Mar.,-Woosung 23rd Mar., Ballast.-

PERLA, British steamer, 1,287, R.W. Almond, 3rd May,-Manila 30th April, General.-Shewan, Tomes & Co. PETRIANA, British steamer, 1,140, Snope, 25th

Mar., -Belik, (Papan) 19th Man, Kerosine. —Arnhold, Karberg & Co. PHRA NANG, German steamer, 1,200, A. S. Calder, 2nd May,-Bangkok 26th April, Rice.-Butterfield & Swire. POMPEY, American steamer, 785, J. H. Serive-

ner, 21st Mar., - Manila 18th Mar., Coal. -U. S. Navy. Sandakan, German steamer, 1,300, A. Brandstetter, 29th April,-Sandakan, (North-Borneo) 24th April, Timber and Coffee.— Melchers & Co.

SATURN, American collier, 1,817, J. H. Potter, 29th Mar.,-Reef Pratas 28th March. SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong. TAISHAN, British steamer, 1,121, E. Stovel, 3rd May,-Saigon 29th April, Rice.-

Bradley & Co. YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 21st April,—Manila 18th April, General.—Jardne, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,-New York and June, and Chefoo 12th Dec., Oil.—Standard Oil Co. DUNDEE, British ship, 1,998, Hernning, 14th Oct.,-New York 29th June, Kerosine Oil -Standard Oil Co. FULWOOD, British ship, 1,986, Thomas, 1st

Dec.,-Cardiff via Cape Town 26th Sept., Coal.—Government. LARGO BAY, British ship, 1,178, F. Adams, 7th April,-Nagagasaki 1st April, Ballast.-

Sander. Wieler & Co. LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar. -- Ponage and Caroline Island 11th Mar., Copra.-Master.

Luzon, American 4-masted schooner, 512, Aderson, 31st Mar. -- Port Townsend 28th Dec., General.-Holliday, Wise & Co. MADAGASCAR, British 4-masted barque, 1,997 A. H. Smith, 4th Mar, -- from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap oth Feb., Ballast.—Siemssen OBI, British schooner, 1,951, R. Pinkham, 9th April,-Cardiff 23rd' Feb., 'Patent Fuel.-

PRESIDENT, British bark, 766, R. B. Munro, 3rd April,-Rajang 8th Feb., Timber,-Ping On Co. SEA WITCH, American ship, 1,172, Howes, 21st Feb. -- Manila 18th Feb., Ballast. -- Master. VIMEIRA, British 4-masted bark, 2,233, D. S.

Millan, 23rd Jan,-New York 3rd Sept.

Case Oil.—Order. HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 6th, 1901. Alacrity, despatch vessel, 1,700 tons, 10 guns, 3.000 i.h.p. Comdr. G. G. F. M. Cradock,

Algerine, sloop, 1,050 tons, 6 guns, z,100 i.h.p.; Comdr. E. D. Hunt, Hongkong. Arethusa, and-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Gapt./J. Startin, Hongkong. Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N.,

Astraa, British and-class cruiser, 4,300 tons, 7,000 i.h.p., to guns, Capt. A. W. Paget, C.M.G., Shanghai. Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.l.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki. Blenheim, int-class criuser, 9,000 tons, 12 guns, 21,411, i.h.p., Capt. Henderson, C.M.O.,

Bonaventure, and class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C., J. G. Sawle, Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut, and Condr. F. M.

5,600 , i.h.p. Commander Sir Bourchier Wrey, Bart., Shanghai. Britomart, 1st-class gunboat, 710 tons, 1,300

i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow. Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.,

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai. Dido, and class cruiser, 5,600 tons, 11 guns, Stlatch, Russian gunboat, 4 guns, 1,200 li.p., 9,600 i.h.p., Capt. Tillard, Shanghal. Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt, G. A. Callaghan, c.B., Wei-hai-wei.

Esk, coast defence gunbeat, 363 tons, 3 guns, 200 l.h.p., Lieut. Comdr. F. Blunt, Chlu-Rame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd class gunboat, 455 tons, 4 guns,

Glory, 1st-class battleship, 14,850 tons, 16 guns,

Gollath, 1st-class battleship, 12,950 tons, 16guns, 13,500 Lh.p.; Capt. L. Wintz, en route Handy, twin screw, torpedo-boat destroyer,

200 tons, 6 guns, 4,000 i.h.p., in reserve. Hart, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy. Hermione, and-class cruiser, 4,560 tons, 10

guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai. Isis, and-class cruiser, 5,650 tons, it guns

9,600 i.h.p., Capt. Charles Windham, Wei-Janus, torpedo-boat destroyer, in reserve. how 1st May, General.-Douglas, Lapraik | Lindet, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W.

Smythe, Singapore. Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut. Comdr. J. C. Watson, Ocean, 1st-class battleship, 12,950 tons, 13,500

i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung. Orlando, Ist-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-

Otter, torpedo-boat destroyer, Lieut, and Com. C. P. Mansel, Shanghai. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore. Pique, twin screw, 2nd-class cruiser, 3,600 tons,

8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai. Plover, 1st class gunbout, 453 tons, 6 guns, 71,200 i.h.p., Lieut.-Comdr. C._V. de M. Cowper, Shanghai. Redpole, 1st-class gunboat, 855 tons, 6 guns,

1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai. Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River. Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p.,

Com. C, Hamilton, en route Singapore. Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr. West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p.

Lieut. and Commander Oldham, Yangtsze. Swift, and-class gunboat, 756 tons, 6 guns, .870 i.h.p., Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,500 tons, Commodore Powell, C.B., Hongkong. Terrible, 1st-class battleship, 14,200 ions, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B.,

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai. Wivern, coast defence ship, 2,750 tons, 4 guns,

1,000 i.h.p., Hongkong. Woodcock, river-gunboat, 2 guns, 500 i.h.p., Lieut.-Comdr. Watson, Kiukiang. .. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze. Torpedo hoats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,900 tons, Capt. Andrew, Hongkong. Aspera, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow. Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, to guns, 5,900 tons, 9,755 i.h.p., Capt. Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser.

5,000 tone twin, screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Alrout, Russian gunboat, 810 tons, 8 guns, 1,200 hp., Captain Elkisky, at Nagasaki. Bobby, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, Dimitri Donskoy, Russian armoured cruiser,

5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Guidamak, Russian gunboat, 400 tons, twin scrow, 18 guns, 3,500 h.p., Capt. Screbrennikff, at Taku, Gremiastchy, Russian armoured cruiser, 1,492

tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku. Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guris, 1,500 h.p., Capt. Yakoveff, Navarin, Russian battleship, 10,000 tons, to

guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayesdnik, Russlan cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Petroparlovski, Russian battleship, 12,000 tons,

Capt. Grevais, at Nagasaki. Poistava, Russian battleship, 10,060 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Leake, Amoy.

Brisk, 3rd-class cruiser, 1,770 tone, 6 guns, Rossia, Russian armourd cruiser, 12,200 tons,

22 guns, 14,500 h.p., Capt. Domojiroff, at Rosbayntk, Russian cruiser, 1,330 tons, 1,786 h.p., trguns, Capt. Komaroff, at Singapore.

Rurik, 1 Russian flagship, 10,940 tons, armoured twin screw cruisor, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur, Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki

Capt: Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p. Capt. Mollas, at Taku. Stroutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagusaki.

Sweaborg, 1st class, Russian torpedo bont, 69 tons, 3 guns 2 torp tubes 780 lip, speed 19.7 knots. Vladimir Mondmach, Russian cruiser, 6,000

tons, 16 guns, Prince Ouchtomsky, at

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, Zablaka, Russian cruiser, 1,230 tons, 20 guns,

2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class.) Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo bont, 23 tons, I gun, 220 h.p., 16 knots. Janichichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Kasatka, Russian torpedo boat, 350 tons, Capu

Mouravieff, at Hongkong. Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai. Nargen, Russian torpedo boat, 85 tons 4 guns,

1,200 h.p., 22 knots. Noverossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sirik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Hongkong. Skorpion, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai. Sterlaid, Russian torpedo boat, 23 tons, I gun, Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 220 h.p., 16 knots:

Strauss, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. RUSSIAN TORPEDO FLOTILLA.

(BEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons,

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns,

1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Recupoff.

THE GERMAN SQUADRON. Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hong-

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns; 9,000 h.p., Capt. Rollmann, at Amoy.

Geter, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku. *** Hansa; German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong: Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai. -Iltis, German gunboat, 1,000 tons, To guns, Lieut.-Comdr. Sthamer, at Shanghai. Irene, German cruiser, 4,200 tons, 8 guns.

2,930 h.p., Capt. Stein, at Nagasaki. Jaguar, German gunboat, 900 tons, 10 guis, Comdr. Kinderling, at Canton. Kalserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy. ** Kurfürst Friedrich Wilhelm, German

battleship. 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung. Lucks, German gunboat, 850 tons, to guns, Comdr. Daehnhardt, at Hongkong. Schwalbe, German cruiser, 1,120 tons, 8 guns,

Comdr. Boerner, at Hankow." Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy. Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Naga-No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai. No. or, German torpedo-boat, 360 tons, Capt.

Lieut. Püllen, at Hongkong. No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai. * Flagship of His Excellency Vice-Admiral ** Flagship of Rear-Admiral Geissley

*** Flagship, Rear-Admiral Kirchhoff. THE FRENCH SQUADRON. Alonette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd class cruiser, 4,750 tons, Capt. Bachine, Japan. Bengali, and class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki. Chasseloup Laubat, 2nd class cruiser, 4,000

tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow. Comete, gunboat, 600 tons,. Capt. Louiel, at Decidee, gunboat, 690 tons, Capt. Maresubette,

* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku. Descartes, and class protected cruiser, 4,000

tons, 36 guns 631 i.h.p., Captain Saune, at Eure, Dispatch-transport, Capt. Friant, gunboat, 693 tons, Capt. Adam, a

Perem, at Shanghai. Jean Bart, 1st class cruiser, 4,500 tons, 10 guns 8,000 i.h.p., Capt. Aubin, at Taku. Kersaint, 3rd. class cruiser, 1,300 tons, 1 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Guichen, 1st-class cruiser, 9,000 tons, Capt

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at

Siyx, 3rd-class cruiser, 1,800 tons, Captain incent, at Hongkong. Surprise, gunboat, 700 tons, to guns, 860 i.h.p., Capt. Mornet, at Taku. Takow, torpedo-boat destroyer, 280 tons, Com

Boussady, at Hongkong. Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Saigon.

* Flagship of Vice-Admiral Courrejoiles.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns 3,436 h.p., Comdr. C. H. Arnold, at Hong-

THE AMERICAN SQUADRON.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply ship, 6,428 tons, 1,890 h.p.,

Comdr. C. T. Forse, at Manile. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila Culgoa, U.S. supply ship, 7.000 tont, 2,350 h.p., FORBES SKERTCHLY for The Hongkong, Comdi J. W. Carlin, at Menila. Telegraph Company, Limited, at the Printing,

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Isla de Luxon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Canton. Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila:

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Mariella, U.S. gunbont, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton. Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

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at Hongkong. Nashville, U.S. cruiser, Comdr. R. P. Rogers, Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, at Hongkong.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila. Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

hipt, Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. 3 guns, 2 torp tubes 1,100 h.p., speed 21 Vorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemile, U.S. converted cruiser, 6,179 tons.

10 guns, 3,800 h.p., Capt. G. E. Ide, ht Manila. Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Hongkong.

THE ITALIAN SQUADRON. Calabria, Italian cruiser, 2,946, tons, Capt. C. Cantelli, Hongkong.

Elba, Italian cruiser, 2,720 tons, Capt. Occom Fiermosca, Italian cruiser, Capt. Garlo Negli

Stromboli, Italian cruiser, 3,898 tons, Captlin R. Marselli, en route Home. Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

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